CANADA $3.25

APRIL 19[illegible] $2.50

RAILFAN

RAILFAN & RAILROAD®

CHARLES BOHI

48760

Saga of SP's U25Bs

Soo Line in North Dakota

Pinsly's Pioneer Valley

0 71896 48760 2 04

KODACHROME 25 CURT HOWELL

THE WILLAMETTE VALLEY RAILROAD has repainted the first of two newly aquired former-SP SW1200s in a *Daylight* inspired paint scheme. WVRR 201 (former SP 2273) is shown on its first revenue run December 11, 1987, at Independence, Oregon. Future plans are to similarly attire the sister unit, former SP 2274. See page 26 for details.

Railnews

KODACHROME H.E. BROWSE

KODACHROME: DAVID HOCH

ERIE LACKAWANNA COLORS now adorn the North Shore's newest diesel, SW8 365 (Conrail 8669, nee-LV 255), acquired in early summer 1987 and put into service in new paint on August 13. It is shown at Northumberland on November 14, 1987. This "North Shore Line" operates 37 miles of the former-DL&W Bloomsburg line along the north shore of the Susquehanna River in central Pennsylvania. The 44 (left, October 23) is one of their two CF7s in modified Santa Fe livery. The SW8 is the usual power on NSHR's freight.

KODACHROME: JOHN C. BENSON

KODACHROME: JOHN C. BENSON

NdeM has two new paint schemes. RSD12 7424 (Saltillo, January 1, 1988) wears the "freight" colors while M636 651 (Guadalajara, December 25, 1987) is in "passenger" blue. See page 26.

Your train has just come in.

Beam tips its engineer's cap to the multi-purpose performer of the railway with its 1855 Combination Car Decanter, handcrafted of Regal China porcelain.

During the expansion of our country's railway system, the need for a rail car that could transport people as well as baggage, mail and heavy equipment had arisen. The answer was the Combination Car.

Our realistically detailed Combination Car is just one of the well-crafted decanters available in the Beam Railroad Series, each fueled with 750 ML of fine Beam Bourbon.

For the name of the Beam Decanter retailer near you, call 1-800-942-BEAM. To send a Beam Decanter as a gift, call 1-800-CHEER-UP, or 1-800-BE THERE (void where prohibited).

Beam
DECANTER

Catch The Spirit of Collecting

Call 1-800-942-BEAM for the Beam Decanter retailer nearest you.

80 Proof 100 Months Old, Kentucky Straight Bourbon Whiskey. Bottled by James B. Beam Distilling Co., Clermont, Beam, KY.

HAROLD H. CARSTENS
publisher

JAMES A. BOYD
editor

MICHAEL J. DEL VECCHIO/associate editor
DOLORES DOXBECK/editorial secretary
DAVID C. LUSTIG/contributing editor
GEORGE M. SMERK/columnist
JOE L. DIAZ/columnist
ROBERT O. COSGROVE/director of advertising
DAVID R. CASE/advertising production manager
JOHN A. EARLEY/advertising sales manager
JUDY D. LOVAS/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

Circulation Manager: Henry R. Carstens. **Circulation:** Jeanne Sipley, Vickie Bohley, Carole Balmer. **Advertising Billing:** Rosanne Gervasi. **Advertising Production:** Mary Ann Lengle, Joann McMickle, Faith Henderson. **Reader Service:** Maryann Germann. **Dealer Service:** Cathy Streeter. **Shipping:** Dominick Bianco, Tom Heaton.

From the Publisher's desk: Delicate Remarks

WOR radio's "Rambling with Gambling" wakeup program turned on automatically, and after groggily hearing about the latest area fires, murders, scandals and top restaurants; John A. Gambling turned the microphone over to his traffic watch Jet Ranger helicopter pilot, George Meade. After doing his thing about traffic tie-ups and accidents, George reminisced about the earlier days when WOR had a primitive bubble machine. As he did his morning rounds, he realized that he desperately had to answer nature's call. Not near one of his usual 'copter landing pads, George set the machine down in a convenient hay field, did his thing, and went back to reporting the traffic. On getting back to the hangar, he was advised to immediately call Mr. Smith, the station's general manager. "I just had a call from the president of the Erie Lackawanna Railroad, and the next time you have to land like that do it where people from the train can't see you!"

We met George a few years back just before the old 'copter was retired and WOR was trying to find a model of the machine for inclusion in the Aviation Museum at Teterboro Airport, where Meade's helicopter was based. WOR had hunted far and wide for a model of their whirlybird, but to no avail. We knew of a source and were able to get a superb Japanese metal kit which is now at the Teterboro museum.

George's problem was common in trolley days and many motormen strapped a "motorman's friend" to their leg, details of which we'll spare the reader. The late E.J. Quinby told of a motorman on the North Jersey Rapid Transit who received the nickname "Third Rail Theodore" following his consumption of too much soda pop at each end of his trip. As the car was due to leave Suffern, N.Y., Theodore decided to save time and not go to the the depot but did his thing over a third rail shoe connected in series to incandescent lamps that dropped the 600 volts to about 100 volts used for signal operation. As Theodore howled in agony, motorman Quinby yanked the pole off the wire. On the return trip, an embarrassed Theodore hid on the rear platform. The story, told in more detail, is found in Quinby's book, *Interurban Interlude*, which is available from Carstens Publications ($12.00, hardbound).

An acquaintance of ours, who for obvious reasons shall remain nameless (no, not Boyd), was involved in a similar stunt a few years ago. Spending some time one night with a tower operator along a third rail electrified line, our friend told the operator that he was going outdoors to answer nature's call (as the facility in the tower was in the "basement" with no direct stairway inside). "Be careful of the third rail," the operator cautioned in jest.

The operator did not notice that our friend had pocketed the strobe flashgun from his camera bag. A few moments later from outside came a cold blue flash and a loud scream. The operator jumped to the window to see our friend with a big grin holding the strobe. In spite of that, the two remain friends to this day.

Probably every railfan has photos or slides showing friends (generally from a discreet angle) answering nature's call at trackside or emerging from long abandoned one-holers along the railroad track. The incidents can be painful at the time, but shown years later at slide fests they suddenly become humorous, if done with decorum.

RAILFAN & RAILROAD

April 1988 / vol.7 no.4

RAILROAD / founded 1906 / vol.110 no.1

Features

30 **Soo Line's Grain Country**/C. Bohi and L. Kozma
34 **Hey! Buddy . . .** /Homer Hill
36 **Pinsly's Pioneer Valley**/Bram Bailey
42 **U-Boats, Snowflakes and Popsicles**/David C. Lustig

Departments

2 **Railnews**/news in color
5 **Fanmail**/letters from readers
8 **Timetable**/events
10 **Railroadiana**/product news and reviews
16 **Videos**/videotape reviews
19 **Camera Bag**/Ilford XP-1 Revisited, Bruce Kelly
22 **Transit Currents**/George M. Smerk
26 **Railnews**/news in detail
60 **Markers**/editorial commentary
62 **Switch List**/classified advertising
65 **Advertising Index**/the railfan marketplace

Cover

The motive power looks like Milwaukee Road, but the depot is undeniably Soo Line. This whole scene is the product of merger, as Milwaukee GP40s work eastward on the Soo Line's Wishek Subdivision through Kulm, North Dakota, on July 3, 1987. Charles Bohi and Les Kozma examine the Soo's old Missouri Division grain lines in their article that begins on page 30. Kodachrome: Charles Bohi.
One of the better-looking CF7 liveries is that of the Pinsly short lines, as evidenced by the 2558 returning to Westfield on the Holyoke local on May 29, 1987. Bram Bailey takes a look at the Pioneer Valley in his article that begins on page 36. Kodachrome: Bram Bailey.
In selecting this month's cover photos, we were wondering how the orange Milwaukee GP40 would look on the page with the red Pioneer Valley CF7. Well, how about an orange and red Southern Pacific "Popsicle" Sulzer U25B at Roseville, Cal., in May 1981? David Lustig runs through the saga of the SP's U25Bs, beginning on page 42. Kodachrome: Jim Boyd.

RAILFAN & RAILROAD (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1988 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $23.00 per year, $45.00 for two years, $66.00 for three years. Foreign: $27.00 per year, $53.00 for two years, $78.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355.

Fanmail

MRL and LMX

Talk about coincidence! On page four of the January '88 issue there is a picture of LMX B39-8 8540 testing on the UP. On page 40, the same unit was mentioned as having been wrecked while on the BN near Livingston, Montana, in what apparently looked like vandalism.

GORDON BRANDVOLD
Devils Lake, N.D.

O.W.L.

I just got the January issue and read the video review of Nick Lera's "Return to Blue Ridge." It is great! You did it justice with your skillful choice of words and thoughts. I was surprised at the dedication and moved emotionally.

Peggy Morris did the trackside so well that they got married last month.

O. WINSTON LINK
New York, N.Y.

Memories of gray

Ross Grenard's fine article on the "Greyhounds of the Overland Trail" caused me to get at the typewriter. I was railfanning here at the time of the change in paint jobs. The gray with silver lettering was first, and I believe that everything was painted with silver lettering. Then the 800s were repainted with the yellow lettering. As I remember, the first I saw was the 836 in the spring of 1946. I agree that all 800s were on oil before repainting. The second group (820-834) was repainted before the smoke deflectors were added. The 835-844 did not come with deflectors, but I believe they may have been added shortly, even before conversion to oil. Unfortunately, I was shooting black & white until about 1952 or '53 and have no color slides of gray 800s. I would suspect that the revision of the painting diagram was to change the lettering to yellow.

There is another short but very interesting chapter of the 800s between the gray and the return to black. Some came east to Omaha, possibly from Cheyenne, in red primer and were painted black in Omaha. Also, I have seen a commercial slide (Al Chione) of the 827 with a Vanderbilt tender, possibly off a 5000, taken in Cheyenne in about June of 56. The rear of the tender shows the number 827, recently repainted.

I have one question on the gray 3900s. Is there dark gray through the deflectors, as it appears in black & white?

JOHN M. BRUNNER, SR.
Omaha, Neb.

⇐ *You've got a sharp eye. The darker gray stripe on the smoke deflector of the 3983 on page 50 of the January also shows up clearly on other 8×10 glossies of the 3981 and 3984 that we have in the file. An examination with a magnifier seems to show that the bottom of the dark gray was set off with the ¼" black edge stripe, but the top was not. We'll leave it to the UP experts to sort this one out in detail*—J.B..

NS at 40 m.p.h.

Your comment on page 56 of the February '88 issue concerning the "self-imposed" 40 m.p.h. speed limit on N&W Class A 1218 is not exactly correct. True, the 40 m.p.h. top speed is an imposed limit, but not by NS. I believe you will find that the limit was imposed by the insurance company that provides coverage for the NS excursion program. All steam power on the NS is restricted to a top speed of 40 per.

THOMAS D. DRESSLER
Portsmouth, Oh.

Bohi in Iowa

After seeing "Grain Gathering in North Western Iowa" in the January '88 issue, I am again grateful for the opportunity to share my interests with R&R readers. Preparing this article, in particular, brought back memories. A photo I took of the C&NW depot at Marathon was the first of thousands of railfan pictures to follow, and the fact that I graduated from Havelock-Plover High School in 1959 only added to my pleasure in doing this piece.

A couple of minor errors did creep in that we should correct. On page 42 in the second paragraph, 50% (not 30%) of the state's rail mileage in 1980 had speed limits of less than 25 m.p.h., and 30%, believe it or not, was restricted to 10 m.p.h. or less. The bottom photo on page 45 was taken at Maple Hill, Iowa, a hamlet twelve miles east of Estherville on the Rake Subdivision. The train, headed by 4631, is eastbound.

You did a good job of sorting out a rather confusing map, but let me clear up a couple of points. On the Rake Subdivision the block between Estherville and Armstrong is the "Gruver" block, not the Glover. On the line from Belmond to Forest City there is no DTC; thus, what is called the Klemme "Block" should be the Klemme "Subdivision." On the lines from Clarion to Dows, Belmond to Kanawha and Ft. Dodge to Somers, the fact that there is no DTC is not noted as it is on other subs without it.

For his assistance in preparing this article, I would like to thank Bill Rowe of the C&NW at Boone. It should also be noted that Les Kozma was the co-author of this article.

CHARLES BOHI
White River Junction, Vt.

The high-hood Alco switcher pictured in the January '88 issue on page 43 ("of unknown origin") is ex-Relco Leasing 604, originally EJ&E 211.

KEN M. ARDINGER
Port Orchard, Wash.

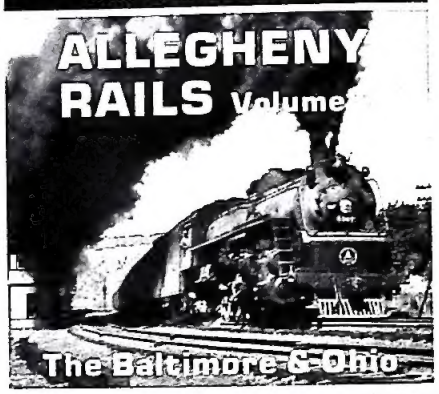
The local's caboose

One of the little features I look forward to in each issue is RAILFANNING IS.... You always capture in a few words revealing insight into this unique hobby.

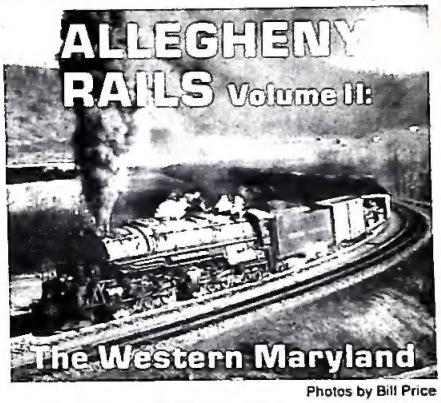
Recently I purchased a Santa Fe waycar (caboose, to most of us) that was to be delivered to me in Shawnee, Oklahoma. The local that would deliver it normally operates at night, so I was surprised when I got a call from the Santa Fe informing me that the caboose was on the way. I quickly left, hoping to catch sight of the train in daylight up the line. As I worked my way along the route, I nervously watched the sun as it sank in the western sky.

The light was really beginning to fade, and my hopes of catching the train in daylight

FROM THE WILLIAM P. PRICE 8mm FILM COLLECTION



Filmed in 1953 and 1954 by William P. Price on the Pittsburgh Division over Sand Patch Grade and the Cumberland Division's west end. See these classics in action: "Big Six" 2-10-2, EM-1 2-8-8-4, P-1 d 4-6-2, Q Iba 2-8-2, Alco FA Diesels, B&O's famous "Washingtonian" and other passenger trains are also featured. Documentation provided by Harry Stegmaier, Jr. and Bill Price. Narrated by Rege Cordic. Presented with a musical background. 55 minutes **$49.95**



Photos by Bill Price

Filmed in 1953 and 1954 by William P. Price on the Mainline to Connellsville and the Elkins Subdivision at famous locations such as the Salisbury Viaduct, Big Savage Tunnel, Helmstetters Curve, Black Fork Grade and more! Features Decapod 2-10-0, Challenger 4-6-6-4, H-9 2-8-0, Pacific 4-6-2, Potomac, 4-8-4, F-7 and Alco RS-2. Historical documentation by Harry Stegmaier, Jr. and Bill Price. Narrated by Rege Cordic. Musical background. 52 minutes **$49.95**

OTHER TITLES AVAILABLE

- ☐ **Challenger '82** - U.P. 3985 1982 Trips. 55 min **$49.95**
- ☐ **U.P. "Challenger" 3985** - 1981 Coverage. 55 min **39.95**
- ☐ **Diesels West** - U.P. D&RGW, Utah Rwy. 55 min. **39.95**
- ☐ **Legend of the Rio Grande Zephyr** - 52 min. **49.95**
- ☐ **Diesels on the U.P.** - DDA40X, SD-40, U30-C. 60 min .. **49.95**
- ☐ **Diesels on the Union Pacific...The Sequel** - 60 min **49.95**
- ☐ **Steam Over Sherman** - U.P. Steam in '50's. 55 min. **49.95**
- ☐ **Rio Grande Of The Rockies** - '50's Std. & N.G. 59 min **49.95**
- ☐ **Excursion to the Thirties** - Rare 8mm Colo. N.G. 52 min ... **49.95**
- ☐ **Rio Grande N.G. in the Fifties** - 8mm N.G. 58 min. **49.95**
- ☐ **A Forties Memory** - D&RGW, ATSF, S.P., RGS. 24 min..... **34.95**
- ☐ **Narrow Gauge Video Vignette** - Colo. N.G. 55 min **39.95**
- ☐ **D&RGW N.G. Frt. Trains** - 1967 (Silent) 60 min **49.95**
- ☐ **D&RGW N.G. Stock & Pass. Tr.** - 1967 (Silent) 60 min **49.95**
- ☐ **Rails Across The Summit** - Cumbres & Toltec. 28 min..... **34.95**
- ☐ **Doubleheader '83** - Cumbres & Toltec. 28 min. **24.95**
- ☐ **Snow Train: Rio Grande's Ski Special** - F-9. 28 min ... **34.95**
- ☐ **The Sugar Cane Train** - Hawaii's 3' L.K.&P. 20 min **24.95**
- ☐ **Last Steamers of the C&S** - 1958 Std. Ga. 52 min. **49.95**
- ☐ **Tehachapi Pt. I: The Santa Fe** - Diesel. 57 min **49.95**
- ☐ **Tehachapi Pt. II: The Southern Pacific** - 52 min **49.95**
- ☐ **The Rio Grande Today** - 2 Hr. Special. 120 min **59.95**
- ☐ **The Fifties Express** - Steam on 15 roads. 52 min **49.95**

SPECIFY VHS or BETA II • DEALERS WELCOME

Shipping & handling $2.50 (U.S. & Canada) Foreign $5.00

FREE DESCRIPTIVE BROCHURE

WB VIDEO PRODUCTIONS

VISA or MasterCard (303) 770-8421

6447 S. Heritage Pl. W./Englewood, CO 80111

The Great Scale Model Train Show!

America's Largest Scale Only Train Show

500+ Tables • Operating Layouts and Displays • Large White Elephant Table • No Toys
Unlimited Free Parking

April 16 & 17, 1988
10:00am-4:00pm Daily
Timonium Fairgrounds

Directions: Take Exit 24 north from the Baltimore Beltway (I-695) on I-83 to Padonia Road East (Exit 17). Go right on York Road to Fairgrounds on right.

For Additional Information Call
(301) 730-1036

5240 Thunderhill Rd., Columbia, MD 21045

All Aboard!

An Amtrak ticket —
A trip around the world
or anything in between

A travel agent
for the rail fan

Call us or write us
for all your travel needs

CHALLENGER TOURS

3672 NOTTINGHAM WAY
P.O. BOX 8965
TRENTON, N.J. 08650
609-586-4664

were fading with it, when suddenly the scanner came to life. My friend, Tom Birkle, the engineer on the local, had seen my automobile and instructed me to get turned around. So I did, and just then the train came into view—two Santa Fe GP7s, five covered hoppers, and, bringing up the rear, AT&SF 999097. My caboose!

The Shawnee local has run without a caboose since 1984, so seeing the train with a caboose on the end was just perfect. I quickly shot a few pictures in the little daylight that remained, and then headed toward home. It would be dark when the local arrived in Shawnee, but as I drove, I was filled with that special joy that only railfans can experience. My thoughts drifted to R&R and my feelings of the moment could best be expressed as "Railfanning is... watching the local come into town with *your* caboose on the rear."

ED BEAUDETTE
Shawnee, Ok.

That is truly a special joy, indeed, only exceeded by the local coming into town with your rear *on the caboose*—M.D.

Vintage freight cars

It is indeed refreshing to see our area of the country featured in the February 1988 issue (A.E. Brown in Louisiana and the A&M in Arkansas), but my attention was drawn to two color photos on page 62.

The St. Louis, Iron Mountain & Southern's fine 2-4-2 is shown pulling a mixed bag of 1970s-era cars including a National Railway Utilization boxcar, two 100-ton covered hoppers and two MP-built bay window cabooses. The Connecticut Valley Railroad Museum's U25B has a train of vintage 40-foot steel and wood outside braced boxcars, an ice bunker reefer, an open hopper and other cars.

The StLIM&S photo tends to convey the message of "today," in spite of the steam engine, while the CVRM photo conveys a timeless message. Certainly groups prefer working on glamorous restoration projects such as the Columbia or the U-Boat, but preservation of freight cars, especially those no longer used in interchange service, is vital to the hobby.

Personally, I like the CVRM shot better.

GERALD A. HOOK
Baton Rouge, La.

BN SD45s and RoadRailers

I enjoyed Bruce Kelly's article on BN's Northwest Funnel in the December '87 issue. It's nice to see material on one of the country's more interesting Class 1 railroads, and I certainly hope there are more BN articles planned in the future.

While on the subject of the BN, let me make two corrections. First, I am presuming the photo of Rio Grande SD45 in BN's 23rd Street facility in Denver at the top of page 45 had an incorrect date of January 14, 1987, contained in the caption. I believe the correct date should have been June or July, as these units started appearing across southern Iowa mid-June 1987 on BN's Chicago-Denver corridor. These units were returned to the D&RGW in early November 1987.

Secondly, Norfolk Southern is not the first railroad since BiModal Corporation to utilize RoadRailers. Burlington Northern established RoadRailer service between Chicago (Cicero) and North St. Louis during the first week of January 1986. These were also GM auto parts trains with the RoadRailer units being "rubbered" to Wentzville, Missouri. They ran as No.41 (Tuesday-Saturday), No.42 (Monday-Saturday) and No.43 (Sunday only). Power for these trains was typically a single 2700-series GP39-2. BN discontinued these trains at the end of June 1986.

DARREN K. HILL
Mt. Pleasant, Iowa

The handwritten date on the back of the Denver photo sure looks like "Jan," but with all the cab windows open, it must have been June—J.B.

Freight on the "L"

It was great to see the CTA freight article in the February '88 issue. It brings back memories from my childhood and early years at CTA. As a small kid in the late '50s and early '60s, I would wait at street level at the Morse "L" stop on summer evenings for the freight to go by. It would usually have four or five empty boxcars and bulkhead flats from the Hines Lumber yard at Howard Street. It would normally follow the 9:26 southbound *Electroliner* out of Howard. During the winter months both motors would be m.u.-ed because of the increased coal traffic.

I worked at Wilson Avenue "L" shops in

Railfanning is:

Shaping the snow on top of your car to look like a GP30 cab roof.

STEVE REEVES

HISTORIC ROUTE

Old Dominion Trolley Too

By John E. Merriken

An expertly written and complete history– never before told– of the Washington-Virginia Railway, a pioneer electric road which served the Northern Virginia suburbs of Washington, D.C.

Complete System Maps • Illustrated Roster • Scale Drawings • Many Previously Unpublished Photos • Handsome Parlor Car • Hardbound • 80 Pound Paper • Limited to 1000 Copies

Order direct from the publisher:
$38.50 p.p.
LeRoy O. King, Jr.
4815 Allencrest
Dallas, TX 75244

1972-73 and would work on the engines when they came in for their inspection. The engine that would come in would spend the day in the shop and would be an extra inspection in addition to normal 4000-series inspections. During April 1973 the run was changed to daytime operation. It would go to work about 10:00 a.m. and finish a few hours later. The last run was made on April 30th after the last Evanston Express of the afternoon rush left Howard for the Loop at 5:45 p.m. We picked up the empties at Lill and shoved them down to Buena in a drenching thunderstorm. I was fortunate to be on the last run due to a phone call from Howard Street Superintendent (at that time) Bob Janz. He had been a freight motorman many years earlier.

Here are a few corrections. The Buena Park yard had three tracks. The coal yard shown on the map was the location of the Best Coal Co. which closed in the early '60s. The Lill Yard was located just north of the Berwyn stop. Catenary overhead extended from Chicago Avenue viaduct in Evanston to Buena. Until the early 1950s, the engines were stored at Buena Park between runs. A gantlet track was used between Granville and Wilson so steam road cars could clear the third rail. Gantlets were also in place at Howard and all other stations on the Evanston & Skokie Line where the freight would go.

Former freight switchman Bruce Anderson tells me that one time the Milwaukee Road switcher broke down in the Buena yard. With the yard being full and no place to put the switcher, the CTA pulled it and the coal train up to the Lill yard, spotting the hoppers there and taking the diesel back down to Buena with the empties.

LOU GERARD
Skokie, Ill.

Mr. Gerard's letter confirms something that Chicagoan Joe Diaz pointed out to us: In Chicago, the elevated system was known as the "L" while New York had the "El"—J.B.

Trona in the family

It was a pleasure to see the cover of your November issue and read the article on the Trona Railway. I may have been one of the last of the "civilians" to ride the Trona before it switched to SP equipment. With us in the cab was a railroad enthusiast and could have been one of the photographers who contributed to your story.

I've ridden the *20th Century Limited*, looked back at the rear end of my train on the Horseshoe Curve at Altoona on the Pennsy and even ridden a few miles on the Bridgeton & Harrison (pulled by a Chevy engine) with-

JMC's got the Largest Selection of Railroad Books, Videos and Gifts in the U.S.A.

You can get our catalog for only $1.00

JMC's Source Book #5 lists over 500 books from dozens of publishers. It has 64 pages crammed with railroad books of all kinds – picture books and fact books, with a number of specialized subjects. Our catalog's video section now lists 230 VHS format video tapes. We also offer railroad stories on audio cassettes. Our gift section has a big selection of clothing, patches, mugs, plaques, thermometers, clocks and other items.

Please be aware that the prices in the catalog and product availability are subject to change without notice.

JMC

To:
1025 Industrial Drive
Bensenville, IL 60106
(312) 595-0210

Include $1.00 with
Your Name
Address
City State
Zip

GREEN FROG PRODUCTIONS, LTD.
950 Bream Court, Marietta, GA 30068, (404) 971-7622

THE FROG PRESENTS ANOTHER GULASH VIDEO TAPE

"WESTERN MARYLAND—End of an Era"
Another film from Emery Gulash

Had the B&O not purchased a goodly quantity of Western Maryland stock, the Western Maryland might never have survived until 1973.

So, in the early 70's, Emery Gulash carried his tripod and Bolex to Pennsylvania, Virginia and West Virginia to capture the Western Maryland on 16 mm color film before it all but disappeared into the huge Chessie system.

Here is all the excitement of "F" units, long coal trains, some other first generation diesels and "new" Geeps—all as they appeared in the early 70's.

Green Frog has added exciting, synchronized **stereo** sound (some actually recorded by the photographer) and practical, limited narration to this production. Also included are maps (both on tape and separately) showing the areas covered by the Western Maryland.

Don't miss this complete **90 minute** production on one of the favorite railroads in the US.

Only **$54.95** plus $2.50 FIRST CLASS shipping

Have you seen these other popular tapes?—(Just a **short** selection of those available!)

"The Chama Turn"—Another Gulash film; The Rio Grande narrow gauge; Chama to Alamosa—60 minutes—$54.95

"Rails Chicago"—Extensive coverage of Chicago railroads—today!—56 minutes—$49.95

"Rails Canada"—Fast paced action on the CP and CN today (including old "E" units and Alcos)—25 minutes—$24.95

"Steam in the 50's"—Incredible photography by that master photographer, Jerry Carson—coverage of 11 different steam mainline roads in the 50's!—41 minutes—$54.95

DON'T MISS OUR LINE OF OUTSTANDING AUDIO TAPES—**ALL STEREO**; SUPER DYNAMIC RANGE—NARROW GAUGE, STANDARD GAUGE—STEAM IN THE 50's; OLD AND NEW DIESELS——If you haven't heard these, you've really missed out!

Send for our latest catalogue—FREE—covering all our extremely popular VIDEO and AUDIO tapes!

Green Frog Stereo Sound—the best in the industry!
VHS HQ Hi-Fi or Super Beta Hi-Fi

VISA MASTERCARD
Dealer Inquiries Invited

FALLEN FLAGS RXR WEARABLES

824 ELYSIAN AVE, TOLEDO, OH 43607
(419) 536-1232 : ORDERS ONLY

This Month's Feature T-Shirts & Hats

T-SHIRTS - 6.95 or 7.25, XXL ADD $1.00
SWEATSHIRTS - 14.95 / 16.95 FOR XXL
(Sweatshirt Availability is limited)
NIGHTSHIRT - S, M, L, XL, 10.95 / XXL 13.95
(Available in #209 S #286 Only)
HATS - 4.95 / OAK LEAF BRAID 1.00 EXTRA
WHISTLESTOP MUGS - 4.50 / 3 FOR 13.00

T-Shirts are top quality U.S. made 50/50 blend solid color or white with trim. Colors of shirts are coordinated to the railroad's logo. All logos and slogans are screened.

SIZES: 6-8, 10-12, 14-16, S, M, L, XL, XXL
(Inquire on other sizes available)

Hats are 100% polyester baseball, type (adjustable one size fits all). Hats are available in your choice of summer or winter styles (Scrambled eggs $1.00 extra). The following shirts and hats are available:

REGULAR PRINT SHIRTS - $6.95

Railroad	Order Number
AMTRAK	201
ANN ARBOR	202
ATLANTIC COASTLINE	203
BALTIMORE & OHIO	204
BESSEMER & LAKE ERIE (CNSO)	205
BOSTON & MAINE	206
BURLINGTON NORTHERN (7 ORIGINAL RR)	207
BURLINGTON ROUTE (CB & Q)	208
CSX CORP (CSX)	272
CANADIAN NATIONAL (MAPLE LEAF)	210
CANADIAN PACIFIC (BEAVER)	211
CHESAPEAKE & OHIO (PROGRESS)	212
CHESSIE SYSTEM	213
CHICAGO GREAT WESTERN	214
CHICAGO NORTH WESTERN (FALCON)	215
CLINCHFIELD	216
CONRAIL	217
COTTON BELT (CSW)	218
DELAWARE AND HUDSON	220
DETROIT TOLEDO & IRONTON	221
DETROIT TOLEDO & SHORELINE	222
DULUTH MISSABE & IRON RANGE	223
ERIE	223
ERIE LACKAWANNA	224
FAMILY LINES (CNSO)	225
FRISCO	227
GRAND TRUNK (CCCO TRADE ROAD)	228
GREAT NORTHERN	229
GULF MOBILE & OHIO	230
ILLINOIS CENTRAL	231
ILLINOIS CENTRAL GULF	
PIGGY BACK	232
LEHIGH VALLEY	233
LONG ISLAND RR	
DASHING DAN	236
LOUISVILLE & NASHVILLE	236
MILWAUKEE ROAD	
MANISTIQUE	237
MISSOURI KANSAS	
TEXAS	239
MOPAC	240
MONON ROUTE	241
N & W SYSTEM CLASS	
4-8-4	242
NEW HAVEN (SCRIPT)	243
NEW YORK CENTRAL	244
NICKEL PLATE ROAD	246
NICKEL PLATE STEAM (BERK 765)	245
NORFOLK & WESTERN (OLD)	247
NORFOLK SOUTHERN	248
NORTHERN PACIFIC	249
P & LE (CNSO)	252
PENN CENTRAL	
(RED & WHITE PC)	250
PENNSYLVANIA RR	251
RF & P (CNSO)	253
READING RAILROAD	254
RIO GRANDE (THRU THE ROCKIES	255
ROCK ISLAND ROUTE (TO THE ROCKIES	256
SANTE FE (INDIAN)	257
SEABOARD AIR LINE	274
SEABOARD COASTLINE (CNSO)	258
SEABOARD SYSTEM	259
SOO LINE (S LOGO)	260
SOO/MILWAUKEE SYSTM	219
SOUTHERN PACIFIC	262
SOUTHERN RAILWAY SYSTEM	263
SPOKANE PORTLAND & SEATTLE	264
THE ROCK (BIG R)	265
TP&W (CNSO)	266
UNION PACIFIC	267
VIRGINIAN (CNSO)	268
WABASH	269
WESTERN MARYLAND	
FIREBALL	270
WESTERN PACIFIC	271
PREMIUM PRINT SHIRTS- $7.25	
AMERICAN FLYER®	200
CAG KITTEN ALWAYS ALERT	286
CAG SLEEP LIKE A KITTEN	208
FLORIDA E. COAST	226
LIONEL® LINES	234
NEW CLASS A 1218	281
SANTE FE PA-1	283
SOUTHERN PACIFIC DAYLIGHT 4449	272
SOUTHERN STEAM PASS	253
PACIFIC ELECTRIC	287

□ = Sweatshirt Available
● = Mug Not Available
(CNSO) = Discontinued when sold out

WE STOCK A COMPLETE LINE OF CM SHOP'S "WHISTLESTOP" MUGS. (RAILROADS NOT AVAILABLE IN MUGS MARKED ★ IN THE ABOVE LIST.

Shipping $1.75 per order (1 pc to 1,000 pcs) in the Cont. U.S. Canada, Alaska, HI and overseas billed actual cost of shipping (indicate air or surface). NO COD's. MasterCard Visa and Discover add 4% handling charge. Please give 2nd and 3rd choice if possible, we can't keep all items in stock at all times. Ohio residents add 5.5% sales tax.

CUSTOM PRINT & DEALER INQUIRIES INVITED.
LIONEL® and AMERICAN FLYER® Trademarks
Subliscensed by Lionel Trains,Inc.

Looking for older diesels of your favorite Railroad?

I have good quality 35mm Duplicate Slides of diesels, old & new, steam or Trolleys. Lots of short lines and industrials. Send $2 for lists & 2 sample slides to:

Charly's Slides 160 Clarks Pike, Creighton, PA 15030

SEABOARD SYSTEM
RAILROAD OF THE SOUTH
by Paul Carleton is Ready!

This hard cover 208 page book is a photo/factual locomotive history of SBD and Family Lines power plus a look back to SCL, ACL, L&N, SAL units etc. including the first generation. Maps and rosters help complete the picture.

$36.95 postpaid Priced in U.S.A.

D. CARLETON RAILBOOKS
P.O. Box 1827, Dunnellon, FL 32630

out being a railroad buff. *But* the 30 miles up and 30 miles down on the Trona was really my biggest thrill for a simple reason. My son, Jim Scott, was the brakeman on the run. He is still Trona's senior brakeman/conductor.

Jim took to railroading and to the desert, where he rides and breeds his own paint horses. He was not from a "railroad family" but did have two great uncles whom he never met who were conductors on the Boston & Maine. May be something to heredity after all.

STAN SCOTT
Long Beach, Calif.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

RUSK, TEXAS, March 19. Palestine's 75th Annual Dogwood Festival kicks off the 1988 Texas State Railroad season. Steam powered trains depart Rusk and Palestine at 11am and return at 3pm from the 50-mile roundtrip. Regular schedule includes 11am deparutures Saturday and Sunday through May 19. May 30 through August 21 trains run daily except Tuesdays and Wednesdays. Contact: Texas State Railroad, P.O. Box 39, Rusk, TX 75785; 214/683-2561.

FELTON, CALIFORNIA, March 20. Special train to Olympia, California, over the Santa Cruz, Big Trees & Pacific Railway. Diesel-hauled train departs Felton 11am to Big Trees and San Lorenzo River Canyon, reverses back through Felton to Olympia on a former SP branch. San Jose bus connections available. Non-member fare is $33. Contact: Pacific Coast Chapter NRHS, P.O. Box 434, Santa Clara, CA 95052-0434.

NEW YORK CITY, NEW YORK, April 10. Excursion over Metro-North's Hudson and Harlem lines using ex-NYC 1100 series m.u. cars. Includes shop tour at Brewster. Depart Grand Central Terminal 10:15am. Adult fare $44, kids $39, $5 additional day of trip. Contact (SASE please): Branford Electric Railway Association, Harlem/Hudson Trip, P.O. Box 2264, Short Beach, CT 06405.

BELLEVUE, OHIO, April 15-17. Mad River & NKP RR Society excursion from Cleveland and Bellevue to Cincinnati, Ohio, and return tentatively using Southern FP7s for power. Optional river boat dinner cruise. Contact (SASE please): Mad River & NKP RR Society, Box 42, Bellevue, OH 44811.

DANVILLE, ILLINOIS, April 16. First joint C&EI and Wabash Railroad Historical Society Convention at the Danville Area Community College featuring walking tours, slide shows, displays and lectures. Free admission. Contact (SASE please): Robert McQuown, 26 Woodland Drive, RR #1, Bismarck, IL 61814; 217/759-7747.

TROY, NEW YORK, April 16-18. "Remember the Rutland Weekend II" mini-conference about the Rutland Railroad with clinics, movies, talks and field expeditions. Held at the Student Union of the RPI Campus. Begins 10am Saturday. $15 by reservation only. Contact: Renssalear Model Railroad Society, c/o Charles Biltwell, Box 27, Student Union, RPI, Troy, NY 12181; 518/276-2764.

PERRIS, CALIFORNIA, April 23-24. Orange Empire Railway Museum's Annual Rail Festival from 9am-5pm at the Museum. Adults $5, kids 6-11 $3, 5 and under free. Contact: Orange Empire Railway Museum, South A Street, Perris, CA 92370; 714/657-2605.

EUREKA, CALIFORNIA, April 30 and May 1. Donkey Days celebration with free rides on Bear Harbor 0-4-0T No.1 and Falk 0-4-0 No.1 locomotives and a public logging competition. Steam-up of Dolbeer steam donkeys. Contact: Northern Counties Logging Interpretive Association, 3431 Fort Ave., Eureka, CA 95501; 707/443-4588 or 443-7952.

SAN DIEGO, CALIFORNIA, May 5-8. Railfair '88 hosted by the Pacific Southwest Railway Museum. Santa Fe F7s, an SP E9 and other equipment will be on display. Area railroad museums and historical organizations will also participate. Excursions are planned for April 30 and May 14 on the San Diego & Eastern Railroad. Contact (LSASE please): Dan Marnell, San Diego Railroad Museum, 4965 Nebo Drive, La Mesa, CA 92041; 619/697-7762.

CASS, WEST VIRGINIA, May 6-8. CALS' 14th Annual Railroad Weekend in the Alleghenies offers "The Best of Cass." Shay powered log trains limited to 50 adults. $82 fare includes cab ride, Bar-B-Q, Banquet in Durbin. Stay in restored "company houses." Contact (double-stamped SASE please): Chesapeake & Allegheny Steam Preservation Society, 9617 Hillridge Drive, Kensington, MD 20895

READING, PENNSYLVANIA, The Blue Mountain & Reading 1988 off-line excursions on Conrail are planned for the following dates. All trains originate from BM&R Temple, Pa., depot on the north side of Reading. Locomotives are: 2102, Reading 4-8-4; 425, BM&R ex-GM&N 4-6-2; E8s, PRR Tuscan Red E8s.

May 8, 2102 to Jim Thorpe, Pa., and return.

May 21-22, 2102 to Gettysburg, Pa., and return (overnight at Gettysburg).

June 12, Grand Canyon of Pennsylvania with 2102.

July 9, E8s over Horseshoe Curve to Gallitzen, Pa. **October 9,** Tamaqua with diesel.

October 16, 2102 to Jim Thorpe and return.

December 3, 425 to Philadelphia Galleria and return.

For full details contact: Blue Mountain & Reading Off-Line Trips, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

CASS, WEST VIRGINIA, May 20-22. "Railfan Weekend Spectacular" on the Cass Scenic Railroad featuring Shays in action on the mountain. Varied consists and numerous runbys plus night photo session for video and still cameras. Weekend ticket $45. For tickets and reservations or information contact: Cass Railfan Weekend 1988, P.O. Box 107, Cass, WV 24927, or call days 800/CALLWVA (ask for Cass) or nights 304/456-4362.

NORTH VANCOUVER, BRITISH COLUMBIA, May 21. Canadian Royal Hudson 2860 commences operations on BC Rail trains 3 and 4 between North Vancouver and Squamish. Daily operations except Monday and Tuesday through July, daily during August and daily except Monday and Tuesday through September 25. The 51/2-hour trip departs North Vancouver at 10:30am. Contact: Ron Treend, Royal Hudson Steam Train Society, 744 West Hastings Street, Vancouver, B.C., Canada; 604/689-9222.

ROCKY MOUNTAIN RAILROAD CLUB, June 18-July 2. "50 Years of Railroading" Golden Anniversary with an extensive series of excursions, highlighted by a run from Denver to Laramie on the UP using diesel (Denver to Speer) and UP 4-6-6-4 3985 on June 18. Capacity extremely limited and ticket price not yet available. Other trips include Georgetown Loop 6/19; Manitou & Pikes Peak 6/20, Cadillac & Lake City 6/21, Cumbres & Toltec Scenic 6/23, Chama/Durango field trip 6/24, Durango & Silverton 6/25 and a San Juan Sojourn field trip 6/26-7/2. For information brochure contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201; 303/572-7868.

NRHS 1988 CONVENTION, July 23-31. Tri-State Chapter NRHS will host the 1988 NRHS Convention in Somerset, N.J. Many trips are planned with steam, diesel and PCCs plus Hudson River cruises. Pre-registration fee of $10 guarantees reservation for any events requested. Plenty of hotel space. Contact: Tri-State Chapter NRHS, P.O. Box 2243, Clifton, N.J. 07015; 201/488-5429.

INTERNATIONAL TOURS

SOUTH AFRICA, March 24-April 10. "Umgeni Limited" private train throughout South Africa with 19 different classes of main line steam, three vintage electrics and diesels plus narrow gauge Garretts with runbys. Twelve nights aboard train in sleeper compartments; also diner and lounge car. Round trip economy excursion air from New York $3016. Contact: Overseas Railway Tours, 8027 Leesburg Pike, Vienna, VA 22180; 703/356-8186.

GREAT RAILWAY JOURNEYS, P.O. Box 65, Miami, FL 33164 (phone 305/940-TRIP) is sponsoring the following tours:

Germany, April 1-10. Trips along and through Communist borders including East Berlin with its trams and elevated. Ride 1910 monorail, Rhine River cruise, overnight in a castle and other city streetcar systems. $1988 includes air, hotels, transport and rented vehicle.

South America, May 1-30. Three gauges steam, electric and diesel around Argentina, Chile, Uruguay and Paraguay. Narrow gauge into the Andes. $2988 includes international jet, rail, sleepers, bus tour connections, hotels, taxis and dinners.

Europe, June 17-July 17. Over 100 trips, 12 countries, 4 gauges, cab rides, 160 m.p.h. TGVs, interurban and streetcar lines, aerotrains and more. $2988 includes escort, international air travel, sleepers, hotels, taxis, and diner meal on each system.

SOUTH AMERICA, PARAGUAY, April 10-May 1. Best of Argentina and Paraguay steam and railroading. 2-10-2s, 2-8-2s, wood-fired 2-6-0s, a banquet, shop tours and more. Detailed itinerary available. Contact: Trains Unlimited Tours, c/o The Travel Experience, Inc., 1430 Myers Street, Suite H, Oroville, CA 95965.

AUSTRIA, SWITZERLAND, April 11-19. General Dynamics RR Club roundtrip from Dallas, Texas, $1599. Includes 7 nights hotel, breakfast daily, 4 dinners, 1 lunch. Travel by

steam and electric train, visit Museum of Technology in Vienna. Contact: General Dynamics Recreation Association, Robert Bray, 1820 Spruce St., Fort Worth, TX 76126. $200 deposit required.

EUROPE RAIL 1988, Tours for people who love trains. Contact: Tripp Associates, Ltd., 99 Pleasant Street, Northampton, MA 01060; 800/342-4055, in Mass. 800/332-0720.

European Spring, April 1988. Amsterdam, Den Haag, Brugge, Paris, Zermatt, Interlaken, Lucerne-Canal Cruise, TGV, Matterhorne. Steam in Holland; $2445.

Britain, June, September 1988. London, York, Edinburgh, Inverness, Isle of Skye, Isle of Man and Wales. Visit seven steam railways; $2485.

Alpine Europe, May, June 1988. Salzburg, Vienna, Hungary, St. Moritz, Zermatt, Interlaken-Glacier Express, Bernina Express, Engadine Express, Jungfrau. Steam in Hungary and Austria; $2585.

Norway, May 1988. Bergen Hammerfest, Tromso, Narvik, Bodo, Trondheim, Balestrand, Oslo-Fjord cruise, Flam Railway; $2885.

Scandinavia, July 1988. Bergen, Balestrand, Oslo, Stockholm, Helsinki, Lenningrad-Fjord cruise, Flam Railway and steam railways of Finland. Baltic Sea cruise, $3385.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Vietnam, April 1988. Travel via Manilla, lots of active French-built steam.

West Germany & Austria, April 27-May 2. TEFS long weekend.

China, May 7-24. Standard and narrow gauge.

Australia, May 23-June 6. Australian Railways Bicentennial tour.

Poland, July 1988. Write for details.

RAILROADIANA MEETS

EDMONDS, WASHINGTON, March 6. Swamp Creek & Western Railroad Club's Second Annual "Rollin' Rails" Show at the Anderson Recreation Center. 10am-5pm, adults $1.50, under 12 free. Contact: Roger H. Ferris, 211 Railroad Avenue, Edmonds, WA 98020; 206/283-0637.

FAIRFIELD, CONNECTICUT, March 6. Housatonic Railway Club's Station Stop '88 at the Tomlinson Middle School, 10am-4pm. Adults $2, $4 per family. Contact: Housatonic Railway Club, P.O. Box 521, Fairfield, CT 06430; Friday eves 203/255-3795.

WHISTLE STOP TRAIN TOURS, 1988 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: Steve Metro, 9641 Silk Road, Cleveland, OH 44102; 216/933-2596.

Marion, Indiana, March 11-13, North Park Mall.

Niagara Falls, New York, April 8-10, Summit Mall.

Green Bay, Wisconsin, May 6-8, East Town Mall.

FORT WAYNE, INDIANA, March 12. Train and Collectable Toy Show at the Lantern, 4420 Ardmore, 11am-4pm. Adults $1.50, under 12 free. Contact: Royce L. Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809.

SOUTH BURLINGTON, VERMONT, March 12. Northwestern Vermont Model Railroading Society Model Railroad Show & Sale at the South Burlington Middle School from 10am-4pm. Adults $1.50, under 12 75¢. Contact: Michael Saunders, Northwestern Vermont Model Railroading Society, 84 Aldis Street, St. Albans, VT 05478; 802/524-4429 except Wednesdays.

GREAT AMERICAN TRAIN MART, 1988 season. These one-day shows will run in addition to the Great American Train Shows and feature a local layout of the month. All shows are 10am-5pm, admission $3, kids under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Chicago, Illinois, March 13, Dupage County Fairgrounds.

San Francisco, California, March 27, Solano County Fairgrounds.

Chicago, Illinois, April 10, Dupage County Fairgrounds.

Milwaukee, Wisconsin, April 17, Waukesha County Expo Center.

CLARK, NEW JERSEY, March 13. Jersey Central NRHS Chapter's Train Show & Sale at Mother Seton High School, 9am-3:30pm. Adults $4, family $6, under 12 free. Garden State Parkway exit 135. Contact: Jersey Central Chapter NRHS, P.O. Box 700, Clark, NJ 07066.

CHESHIRE, CONNECTICUT, March 13. The Cheshire High School Band Biannual Train Show at the Cheshire High School, 10am-5pm. Adults $3, kids under 12 free. Contact: Tom Kotulsa, 525 South Main Street, Cheshire, CT 06410; 203/272-5361.

TOY TRAIN COLLECTORS SOCIETY, 1988 season:

Rochester, New York, March 13. Downtown Riverside Convention Center 11am-4pm. Contact: Jack McDonald, 67 Barons Road, Rochester, NY 14617; 716/342-6489.

Liverpool, New York, April 10. 11am-3pm at the Sheraton Inn-Liverpool. Contact: Charles Brown, 99 Linhaven Drive, North Syracuse, N.Y. 13212; 315/452-0349.

EAST WEYMOUTH, MASSACHUSETTS, March 19. South Shore Model Railway Club Show & Sale at Weymouth High School 9:30am-4pm, adults $2. Contact: Ron Clough, P.O. Box 77, Hingham, MA 02043; 617/749-8297.

PRE PUBLICATION SPECIAL!

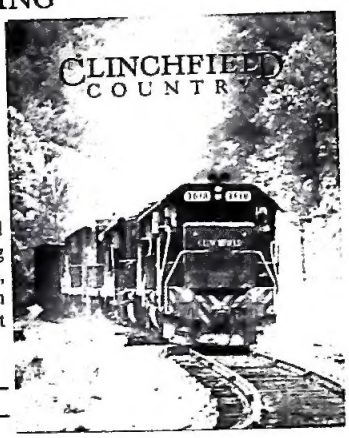
CLINCHFIELD COUNTRY

By STEVE KING

IN FULL COLOR!

$32.50 POSTAGE PAID

MD RESIDENTS ADD SALES TAX.
OUTSIDE U.S. ADD $1.00 FOR POSTAGE
INTERNATIONAL MONEY ORDER - US FUNDS ONLY
VISA/MASTERCARD ACCEPTED
AFTER JUNE 1, 1988 PRICE WILL BE $38.00 EACH



Over 150 color photos covering The Clinchfield Railroad from Elkhorn City, KY to Spartanburg, SC, showing motive power, thru freights, and coal traffic, with maps, charts and much more. This will be a limited edition hardbound, 8½ x 11 format, book with color dust jacket.

A LIMITED NUMBER OF

ERIE LACKAWANNA MEMORIES

ARE STILL AVAILABLE AT $38.45 POSTPAID

ORDER TODAY — DEALER INQUIRIES WELCOME

OLD LINE GRAPHICS

1604 WOODWELL RD • SUITE 102 • SILVER SPRING, MD 20906

Railroadiana Books & Photos

Our catalog lists over 2500 different Steam, Diesel, Electric & Trolley photos. All are quality printed on 8x10 paper, most with information on the back. These are the same photos we have been selling through the North-east for over 10 years.

Our catalog also contains listings of public timetables and misc. Railroadiana at reasonable prices.

We also carry books by many other publishers.

"The Northeast Railroad Scene" series by Bob Pennisi

"Lehigh Valley Passenger Cars" Mickey & Warfel $13.95

"26 Miles to Jersey City" by Pete Komelski $8.95

The Morristown & Erie Railway By Bob Pennisi - 48 pages - 89 Photos. Four in color, plus map . . . **$8.95**

Send $1.00 for catalog to:

PO Box 114
Flanders, NJ
07836

RAILROAD AVENUE ENTERPRISES

Dealer inquiries invited. NJ Res. include 6% sales tax.

"RIDE" Miami's **"METRORAIL!"**

with CARSON HOME VIDEO

VHS — BETA — VIDEO 8

only $17.00 (incl. postage)

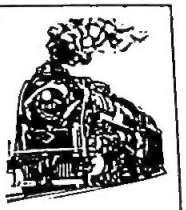
many others, similarly priced!
For more info on high-quality traction & railroad videos.

Send SASE to:
CARSON HOME VIDEO
BOX 42582, Phila., PA 19101

Blue Mountain & Reading Railroad

— PRESENTS —

1988 RAIL EXCURSIONS FOR THE WHOLE FAMILY!



DATE	DESTINATION	FARES
May 8th	Jim Thorpe, PA. Steam #2102	$39.00 each
May 21st	Gettysburg, PA. Steam #2102	$62.00 each
June 12th	Grand Canyon, PA. E-8 Diesels #5898-#5706	$69.00 each
July 9th	Horseshoe Curve E-8 Diesels #5898-#5706	$69.00 each
October 9th	Tamaqua, PA. Diesels #600-#601	$29.00 each
October 16th	Jim Thorpe, PA. Steam #2102	$43.00 each
December 3rd	Philadelphia Gallery Steam #425	$36.00 each

THE FOLLOWING TRIPS DEPART HAMBURG STATION AT 8:00 A.M.; SHOEMAKERSVILLE, MAIN ST. AT 8:10 A.M.; LEESPORT AT 8:20 A.M.; AND TEMPLE STATION AT 9:00 A.M.

MAY 8th - JIM THORPE, PA.
OCTOBER 9th - TAMAQUA, PA.
OCTOBER 16th - JIM THORPE, PA.
DECEMBER 3rd - PHILA. GALLERY

NOTE: MAY 21st - GETTYSBURG, PA.; JUNE 12th - GRAND CANYON, PA.; JULY 9th - HORSESHOE CURVE EXCURSIONS DEPART HAMBURG AT 6:00 A.M.; SHOEMAKERSVILLE, MAIN ST. AT 6:10 A.M.; LEESPORT AT 6:20 A.M.; AND TEMPLE STATION AT 7:00 A.M.

ORDER EARLY
BY MAIL
OR PHONE

CHECKS
VISA
MASTERCARD
ACCEPTED

Advanced Ticket Sales Only - NO SALES DAY OF TRIP - Limited Seating Available
All Tickets Must Be Paid Upon Ordering - NO EXCEPTIONS

SEND ALL REQUESTS AND MAKE CHECKS PAYABLE TO:

425 CONCESSIONS, INC.

c/o BLUE MOUNTAIN & READING RAILROAD
OFF-LINE TRIP DEPARTMENT · P.O. BOX 425, HAMBURG, PA. 19526 · (215) 562-4083

We Reserve The Right To Substitute Motive Power.

Stoke Up your RAILFAN & RAILROAD collection with these Back Issues

Ordering Information:
The issues listed here are in limited supply. Those in shortest supply are ☆ed. Indicate your first choices by "blacking-in" boxes / ☆s. To avoid disappointment, please mark "X" in second choice spaces (_). Be sure to include a street address on orders of 10 or more as we ship UPS. Copies postpaid in USA.

NOTE. If you'd prefer to keep this magazine intact, copy this ad or send your order in a letter.

RAILFAN & RAILROAD		
□(_)9/79	□(_)11/83	□(_)3/87
□(_)5/80	□(_)1/84	□(_)5/87
□(_)7/80	□(_)3/84	□(_)7/87
□(_)9/80	□(_)5/84	□(_)9/87
□(_)11/80	☆(_)7/84	□(_)10/87
☆(_)3/81	□(_)11/84	□(_)11/87
□(_)7/81	□(_)1/85	□(_)12/87
□(_)11/81	□(_)3/85	□(_)1/88
□(_)1/82	□(_)5/85	□(_)2/88
□(_)3/82	□(_)7/85	□(_)3/88
□(_)5/82	□(_)9/85	RAILFAN
□(_)7/82	□(_)11/85	□(_)Sum/76
□(_)9/82	□(_)1/86	□(_)Fall/76
□(_)11/82	□(_)3/86	□(_)Win/76
□(_)1/83	□(_)5/86	☆(_)Spr/77
□(_)5/83	□(_)7/86	□(_)8/77
□(_)7/83	□(_)9/86	□(_)10/77
	□(_)11/86	□(_)3/79

Carstens PUBLICATIONS, INC. Dept. 6829

R&R Back Issues
P.O. Box 700
Newton, NJ 07860-0700

Please type or print clearly

Enclosed find $_____. Please send the back issues I have chosen.
Single copies are $2.50 each.
☐ Any 10 issues, $15.00
☐ Any 18 issues, $20.00

Name _____
Street _____
City _____
State _____ Zip _____

Postage Outside USA:
Add $3 per 10 issues / $4 per 18 issues.
Foreign single copies: $3.25, postpaid.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

Timonium, Maryland, March 19-20, Timonium Fairgrounds.

Wilmington, Massachusetts, March 26-27, Shriners Auditorium. (Previous listings showing this as Delaware were incorrect.)

Long Island, New York, May 7-8, Hofstra University.

BUCYRUS, OHIO, March 20. The Bucyrus Area Rail Fans (BARF) and Model Railroad Association Train Show & Swap Meet at the Bucyrus High School, 10am-4pm, admission $2. Contact: James Croneis, 925 Sunset Drive, Bucyrus, OH 44820; 419/562-9855 evenings.

KINGSTON, NEW YORK, March 20. 5th Annual Kingston Train & Craft Expo at the State Armory on North Manor Ave., 10am-4pm. Adults $2, kids $1. Contact: Kingston Model Railroad Club, CPO 1885, Kingston, NY 12401.

KITTANNING, PENNSYLVANIA, March 20. Central Armstrong Model Railroad Train Show at the Kittanning Twp. Firehall, 10am-4pm. Adults $2.50, under 12 free. Contact James W. Boyer, R.D. 2, Box 133, Ford City, PA 16226; 412/763-8327.

NORTHLAKE, ILLINIOS, March 20. 7th Annual Chicagoland Railroadiana Show at the West Leyden High School Fieldhouse, 10am-4pm. Adults $2. Almost 200 tables. Contact: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631.

LITTLE ROCK, ARKANSAS, March 26. 8th Annual Arkansas Railroad Club Railroadiana Show & Sale at Rick's Armory in Little Rock, 9:30am-4pm. Adults $1, under 12 free. Contact (SSAE please): Bill Pollard, P.O. Box 10222, Conway, AR 72032.

LONDON, ONTARIO, April 9. Forest City Railway Society's 15th Annual Slide Trade Day, 1-5pm at the All Saints' Church, 249 Hamilton Road. Admission $2, dealers welcome. Contact: Ian Platt, RR#3, Ingersoll, Ontario N5C 3J6, Canada; 519/485-2817.

COLUMBUS, OHIO, April 10. Buckeye Railroadiana and Model Train Show & Sale at the Ohio State Fairgrounds, 10am-5pm. Adults $3, kids under 12 free. First major show in the Midwest. Contact (SSAE please): Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216-755-1914.

BRUNSWICK, MAINE, April 16. The Downeast Railroad Show & Sale at the National Guard Armory from 9:30am-4pm. Adults $2, under 12 $1, $5 family. Contact: Downeast Model Railroad Club, Box 285, Brunswick, ME 04011; 207/725-4931 evenings.

RICHMOND, CALIFORNIA, April 23. Southern Pacific Historical & Technical Society's North California Spring Meet at the Golden State Model Railroad Museum, 900 Dornan Drive, Point Richmond. Noon-10pm, food available. Contact (SASE please): Ken Harrison, 1809 San Antonio Ave., Alameda, CA 94501; 415/574-6286, calls returned collect.

ST. LOUIS, MISSOURI, April 23. McDonnell Douglas Railroad Club Railroad Show & Swap Meet at Queeny Park, 550 Weidman Road, Manchester 10am-3pm, free admission. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664.

PASCO, WASHINGTON, April 23. Country Christian Center Railroad Swap Meet 10am-5pm at the Country Christian Center, 5500 Sagmoor Road. Adults $1, kids under 6 free. Contact: Sharon Prantle, 560 Ione Rd., Pasco, WA 99301; 509/266-4384.

MERCHANTVILLE, NEW JERSEY, April 23. Cherry Valley Model Railroad Club 13th Annual O-Scale Only Train Meet at the Grace Episcopal Church on Maple Ave. and Center Street, 10am-4pm. Admission $3. Contact: Charles I. Ja-

Railroadiana

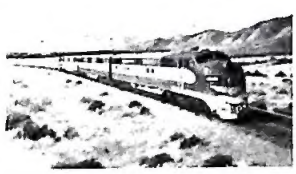
What's New?

One of the more colorful railroad histories in the Midwest was that of the Monon. Interurban Press has published *Monon—The Hoosier Line*, by Gary W. and Stephen F. Dolzall. This hardcover contains 200 8½"×11" pages with over 300 photos (27 in color), many maps, timetables and an index. The book depicts the Monon from its beginnings through dieselization and the "Barriger era," on into the merger with the L&N present day CSX. The photo reproduction is very good on heavy stock. This fine volume features a Mike Danneman painting of red and gray F-units on the dust jacket. The book sells for $39.95 plus $1.50 postage & handling (Cal. res. add 6% sales tax) from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Interurban Press subsidiary Trans-Anglo Books has just published *Rio Grande—Ruler Of The Rockies*, by R.C. Farewell, a hardcover pictorial history of the contemporary Rio Grande. It contains 176 8½"×11" pages with over 192 black & white photos. The author's excellent photography is supported by intelligent text that examines various aspects of the D&RGW's operations and geography, including the "Ski Train," various main lines and the *Rio Grande Zephyr*. Many interesting maps compliment the text. The reproduction is quite good, though the semi-matte paper does not do the halftones justice. The book sells for $34.95 plus $1.50 shipping & handling (Cal. res. add 6% sales tax) from Trans-Anglo Books, Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Continuing a tradition from previous years, the Colorado Railroad Museum has published the *Colorado Rail Annual No.17*, containing over 280 8½"×11" pages with over 300 photos and illustrations, many in full color. This is really three books combined between two hard covers: "Rocketing to the Rockies," by Michael Doty and Mel Mc-

BRING BACK THE '50's IN YOUR OFFICE, DEN OR HOBBY ROOM!



MasterCard VISA

"COLORADO EAGLE"
MONUMENT HILL 1955 "The Eagle Soars"
Full Color Lithograph from Original Painting by artist E. Krabbenhoft
Supply is limited to 750 numbered, signed prints
Printed on Fine Quality 65lb. Paper
16×24" Image: $20.00 ppd.

UP CITY OF L.A. & BIG BOY #4022
SHERMAN HILL 1957 "The Future Passes"
Full Color Lithograph from Original Painting by Larry Fisher. 24×36": $25.00 ppd.

Send Check or M.O. to:
Trackside Prints DEPT. RF
PO Box 310898, New Braunfels, TX 78131-0898

SEND FOR FREE DETAILS
SATISFACTION GUARANTEED

cobs, 100 Grant Ave., Moorestown, NJ 08057; 609/234-1898

HELENA, MONTANA, April 24. Eighth Annual Helena Railroad Fair at the Civic Center Ballroom, 10am-4pm. Adults $1, under 12 free. Contact: John Elliott, 24 South Montana Ave., Helena, MT 59601; 406-443-2348.

HARRISONBURG, VIRGINIA, May 1. Shenandoah Valley Railroad Club Model Railroading Show at the Rockingham County Fairgrounds, 10am-4pm. Adults $1, kids under 12 free. Contact: Jack Heatwole, P.O. Box 122, Harrisonburg, VA 22801; 703/289-9391.

DURAND, MICHIGAN, May 8. Railroad History Museum's Model Railroad Flea Market & Railroadiana Show at the VFW Hall, 923 Saginaw Street, from 11am-4pm. Adults $1, kids 50¢. Contact: Janet Elliott, 9401 Ridge Road, Goodrich, MI 48438; 313/636-2669.

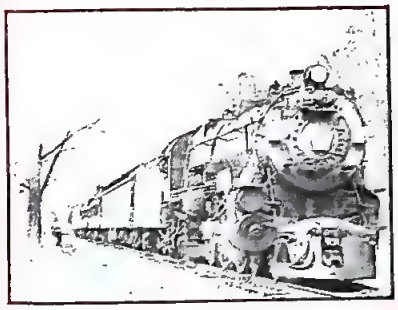
MONROEVILLE, PENNSYLVANIA, May 14-15. Pittsburgh Model Railroad Historical Society's Greater Pittsburgh Scale Model Train Sale at the Pittsburgh Expo Mart, 10am-4pm both days. Donation $4, kids under 12 free. Contact: Vincent Degrazia, 3 Oak Lane, Mars, PA 16046; 412/625-2643.

OLMSTED FALLS, OHIO, May 22. The Cuyahoga Valley & West Shore Model Railroad Club's annual open house 1-5pm at the former NYC passenger station, 25802 Garfield Ave. Artifacts, railroadiana and operating layouts on display. Free admission. Contact: Emil Orenick, CV&WS RR Club, 25802 Garfield Ave., Olmsted Falls, OH 44138; 216/888-0709.

FORT WORTH, TEXAS, May 29. Lone Star Railroad and Transportation Artifacts Show & Sale at the Will Rogers Memorial Center, 10am-5pm. Adults $3, kids under 12 free. One of the largest shows in the Southwest. Contact (LSSAE please): Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

Farland, the story of the Rock Island in Colorado from 2-8-0s to the Limon AB6s; "Tennessee Pass," by Bob Le Massena with history and lots of steam and diesel action; and "Last of the Birneys," by Ernest Payton and Al Kilminster, on the Denver & Interurban and Fort Collins Municipal Railway. The entire production is first class with excellent photo reproduction and three 24"×36" fold-out maps. It sells for $35.95 from the Colorado Railroad Museum, Box 10, Golden, CO 80402.

Steel Cabooses of the Chesapeake & Ohio 1937-1987, by Dwight Jones, is another fine softcover book from the C&O Historical Society. The 122-page 8¼"×11" book contains thorough documentation in photos, drawings, illustrations and rosters of the C&O caboose fleet, including the rare "TS" (troop sleeper) types and cabooses of predecessor roads, like the Hocking Valley and Pere Marquette. Painting and lettering diagrams for



Attention PENNSY Fans

Another New Video from BERKSHIRE!

"JUNIATA'S JEWEL"

Pennsy's K4s #1361

$39.95

PRR K4s #1361 returns to service in this professionally produced hour long video.

From display on Horseshoe Curve to excursion service on the Nittany & Bald Eagle, we'll give you an in-depth look at the locomotive that was the keystone of the Pennsylvania Railroad's mainline passenger service. ★ Restoration, Runbys & More ★

ORDER YOUR COPY TODAY!

Send for our Free Illustrated Catalog!

VISA MasterCard

BERKSHIRE PRODUCTIONS

PO Box 575 • Brunswick, Ohio 44212 • (216) 225-0303

JOIN US ON THE GREAT RAILFAN TOUR

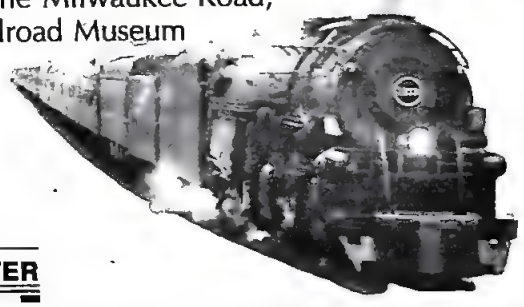
NORFOLK & WESTERN "A" CLASS 1218

ROANOKE TO CHICAGO JUNE 7th - 15th, 1988

FULLY ESCOURTED TOUR FROM $1199.00
including first class accommodations behind 1218

•FINE MEALS•
•TRACTION AND SUPERPOWER STEAM•
•DAILY PHOTO RUNS• •MAJESTIC SCENERY•

PLUS:
Amtrak's Cardinal, The Cass Scenic Railroad,
The Greenbriar Hotel, The South Shore Line,
The Northwestern, The Milwaukee Road,
and The Illinois Railroad Museum



RAIL TRAVEL CENTER

Please Note Our New Address: #2 FEDERAL STREET, SUITE 300A ST. ALBANS, VT 05478
(802) 527-1788 For Bookings Only: 1-800-537-6060

"THE TWILIGHT OF STEAM"

By David Tutwiler

Image size 21" × 10½", on archival grade acid free paper.

The Don Ball, Jr. Limited Edition Series

"The Twilight of Steam" is the first in a series of prints from original oils commissioned by the late Don Ball, Jr.

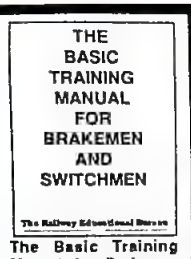
This stunning scene captures a moment in time as David Tutwiler depicts steam in its final days of glory. The Western Maryland No. 1207 surges out of the yard while No. 1401 takes on water at the icy winter 'plug', and the Reading R.R. No. 2119 and B&O No. 5305 receive maintenance as they pause between orders. To the far right there lurks a B&O F Unit No. 74, which, by its presence, symbolizes a new era about to invade American railroads. Published in a limited edition of 950. Each print signed and numbered by the artist.

$65.00 plus $4 shipping and handling. Illinois residents add tax.

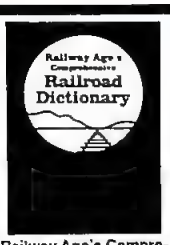
Meridian Limited Editions

Dept. R4 • P.O. Box 389 • Winfield, IL 60190

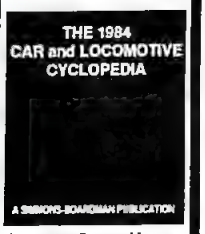
Send for free brochure of David Tutwiler railroad prints.



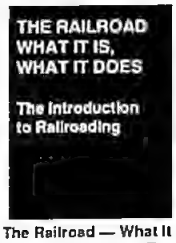
The Basic Training Manual for Brakemen and Switchmen answers the question "What do Brakemen and Switchmen do." 116 pgs. **$9.95 ea.**



Railway Age's Comprehensive Railroad Dictionary — Railroad Language...If you are going to speak the language a dictionary helps! 160 pgs. **$19.95 ea.**



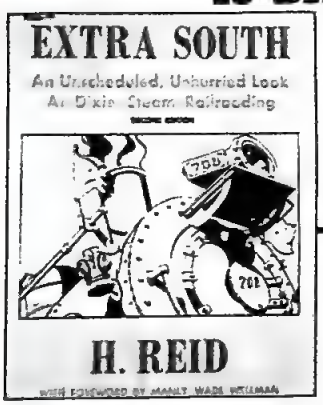
The 1984 Car and Locomotive Cyclopedia, *the* authority and an invaluable reference source. Order yours today!
List Price **$69.95 ea.**
R.R. Industry **$49.95 ea.**



The Railroad — What It Is, What It Does, Revised Edition — *The* introduction to the railroad world from air brakes to intermodal traffic. **$21.95 ea.**

Simmons-Boardman Books, Inc.
1809 Capitol Avenue • Omaha, NE 68102
TOLL FREE 1-800-228-9670
In Nebraska, call collect (402) 346-4300
8:00 a.m. — 4:00 p.m. Central Time

EXTRA SOUTH IS BACK!!



EXTRA SOUTH is on the road again, having made a few pick-ups along the way to fill out tonnage. Originally published in 1964, H. Reid's classic "Unscheduled, Unhurried Look At Dixie Steam Railroading" has returned in an expanded Second Edition softcover. All of Reid's original material is included, and he and editor John Krause have added over 45 new photos and expanded text. Come on board EXTRA SOUTH as master story-teller H. Reid remembers the narrow gauge Tweetsie, Norfolk Southern 2-8-4s, the Sumter & Choctaw, the "Wreck of Old 97," N&W 4-8-0s on "The Huckleberry," and much more.
144 8½" x 11" pages, softcover.

C-53 . . . . . $21.95ppd.

Order from:
CARSTENS BOOKS, Dept. 4664 (N.J. residents add
P.O. Box 700, Newton, NJ 07860 6% sales tax.)

the C&O standard cupola and "wide vision" cabooses are included on a folded separate 8½"×14" page. This work is entirely black & white except for the covers and well reproduced on coated paper stock. It should prove valuable to any caboose or C&O fan. It sells for $18.95 from the C&O Historical Society, c/o Clifford Clements, 2450 Knob Hill Drive, Dubuque, IA 52001.

We received two publications which relate to specific collectibles in the railfan hobby. *Teapot Treasury and Related Items*, by Richard Luckin, is the first in a series of softcovers offering an in-depth study of ceramic tea and coffee pots, bowls and other serving pottery used in dining cars by North American railroads during the glory years of passenger trains. There are nearly 400 photos on 152 8½"×11" pages illustrating the many intricate patterns, some never published before. Several are shown actual size. This book is the companion to Luckin's highly respected (and now out of print) *Dining on Rails*. This work is very nicely done with very good photo reproduction and is available at $27.95 plus $3.00 postage & handling from RK Publishing, 621 Cascade Court, Golden, CO 80403. After seeing a copy of the book, John H. White, Jr., of the Smithsonian commented to Dick Luckin, "Thank you for showing that all teapots are not locomotives."

Over 40 years of research has culminated in *Transportation Uniform Buttons*, by Donald Van Court. This 288-page 9"×12" hardcover is a reference book covering the monograms, initials and trademarks which appeared on railroad and transportation company uniform buttons. It identifies nearly 1000 different face designs from throughout North American transportation history with over 860 photos and 120 illustrations. There are also chapters discussing the collecting and manufacturing, issuing and wearing practices of such buttons. An index is also included. The book is professionally done and sells for $34.50 postpaid from Gross Publications, 28 Parkhurst Drive, Spencerport, NY 14559.

Trolleys of the Triple Cities by Sheldon King has just been reprinted. This 8½"×11" softcover describes the trolleys in Binghamton, Johnson City and Endicott, New York. There are many vintage photos along with timetable reproductions and helpful diagrams. The book is printed on quality paper, and reproduction is good considering many of the photos are pre-1900. It sells for $8.00 from the Susquehanna Valley Chapter NRHS, P.O. Box 2415, Binghamton, NY 13902.

Westchester County's Million-Dollar-A-Mile Railroad, by Robert A. Bang, is a 62-page 8½"×11" softcoverpictorial on the New York, Westchester & Boston Railway which hustled commuters from the Bronx north to either White Plains or Port Chester, N.Y. The line was built in 1912 and ran "Stillwell" type interurban cars. No expense was spared in constructing the line except in maybe purchasing some common sense, for the NYW&B had a knack for duplicating existing services. As a consequence, most of the line was dismantled in 1937, though a section survives today as part of New York City's subway system. The book contains over 100 black & white photos with several "then and now" comparisons. The photo reproduction is quite good on heavy stock. It sells for $9.95 plus $1.50 shipping & handling from Robert A. Bang, P.O. Box 164, Port Chester, NY 10573.

For a look at British steam, try *The LMS Pacifics*, by J.W.P. Rowledge, the story of Sir William Stanier's London, Midland & Scottish 4-6-2s, thought by many to be the finest express locomotives ever to run in England. The 96 6¾"×9½" pages discuss in ten chapters each of the classes, numbers, liveries, tenders and performance of these locomotives, represented today on main line excursions by the *Princess Elizabeth* and *Duchess of Hamilton*. Complimenting the text are many photos and drawings, excellently reproduced on coated paper. Like the London & Birmingham book, it retails for $24.95 from David & Charles, Inc., North Pomfret, VT 05053.

Kenneth A. Bordelon has compiled a list of *Motels for Train Watchers*. Although only four photo-copied pages at present, this has the potential of being very handy to any railfan traveling into a new area. Motels are listed in state and city order, followed by the nearest highway and the railroad it overlooks. Complete addresses are given for most, but no phone numbers. The list is available for $1.00 and $.39 postage on a self-addressed business-size envelope from Kenneth A. Bordelon, 212 Westlake Lodge Apts., Bessemer, AL 35020; 205/425-7425.

Two postcard sets have been made available by The History Company depicting the construction of the first transcontinental railroad. The sets contain ten 3½"×5½" cards each and are excellent reproductions on heavy stock with the image side laminated of the classic photos of this event. The Union Pacific set shows Omaha to Promontory, while the Central Pacific set shows from Sacramento to Promontory. Each set sells for $2.00 from The History Company, P.O. Box 280711, San Francisco, CA 94128.

Vintage Views has published a black & white poster view of CNJ 4-6-0 Camelback 783 simmering at the Cummunipaw engine terminal in 1935 from the camera of Harold and Joe Webber. The image size is 16"×20" plus a 3/4" white border and a simple caption. The heavy grain effect from the considerable enlargement gives it a vintage "art print" look. It is printed on 100 lb. coated paper and is the first of a four-print series. The CNJ Camelback print is available three ways: the print itself is $10.95 postpaid, matted and sealed is $14.95 and matted and mounted in an aluminum and glass frame is $49.95. It can be ordered from Vintage Views, Dept. 1C, 18 Englewood Lane, Warwick, RI 02888.

Calendar Call

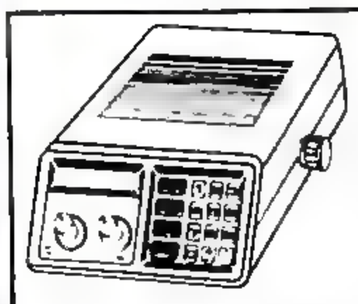
Although the cover date on this issue is April, this column is being prepared in mid-January, and there are was one final 1988 calendar that arrived just after the new year. And there's no better way to end this season's CALENDAR CALL than with a beauty like this. The Rocky Mountain Railroad Club of Denver, Colorado, was formed in 1938, and the club has just released its "50th Anniversary Calendar." This large 14"×22" foldout format calendar features 35 excellent black & white photographs of the club's excursions over the years. Also displayed are ticket reproductions of certain trips. Some of the views include UP 4-12-2 9000 and FA 1629 side-by-side in March 1956, a standard gauge trip behind a Rio Grande 2-8-0, a 1950 doubleheader behind a D&RGW 2-8-8-2 and 4-8-

"The Largest Dealer of Scanners in the World"

SCANNER WORLD, USA®

10 New Scotland Ave., Albany, NY 12208 518/436-9606

Scanner World, USA®



— SPECIAL —

Regency®

MX-3000

Special $169.99

($7.00 shipping)

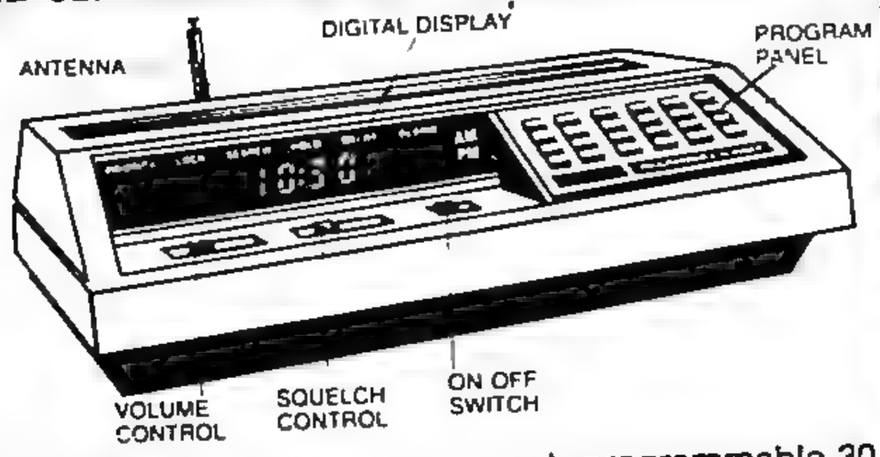
30 CHANNELS—MOBILE/BASE

—SCANNER WORLD EXCLUSIVE—

Features include simple programming of the following frequency ranges: 30-50 MHz, 144-174 MHz, 440-512 MHz. Digital display, priority, search, lockout, delay, dim control, top mounted speaker, one year factory warranty. Includes AC & DC cords, mobile mounting bracket, telescopic antenna. All for only **$169.99** plus $7.00 shipping (optional extended warranty: 3 years $39.99; 2 years $29.99.) MX3000 Service Manual $5.00.

Regency® Z30

30 Channel Automatic Programmable Scanner



Scanner World Special

$129.99

(plus $7.00 shipping each)

Optional Accessories:
Cigarette Lighter Plug RGMPC . $4.95
Z Mobile Bracket — ***Special*** . . . $5.99

The Regency Z30 is a compact, programmable 30 channel, multi band, FM monitor receiver for use at home or on the road. It is double conversion, super heterodyne used to receive the narrow band FM communications in the amateur, public safety and business bands: 30-50, 144-174, and 440-512 MHz. Size 10¾"Wx2-7/8"Hx8-3/8"D.

Sophisticated microprocess-controlled circuitry eliminates the need for crystals, instead, the frequency for each channel is programmed through the numbered keyboard similar to the one used on a telephone. A "beep" acknowledges contact each time a key is touched. The Z30 scans approximately 15 channels per second.

Any combination of two to thirty channels can be scanned automatically, or the unit can be set on manual for continuous monitoring of any one channel. In addition, the search function locates unknown frequencies within a band.

Other features include scan delay, priority and a bright/dim switch to control the brightness of the 9-digit Vacuum-Fluorescent display. The Z30 can be operated on either 120 VAC or 12 VDC. Includes one year warranty from Regency Electronics (optional 3 yr extended warranty only $39.99, gives you a total of 4 yrs complete warranty or 2 yr extended warranty only $29.99, gives you a total of 3 yrs complete warranty.) Z-30 Service Manual $5.00.

Cobra SR-15

$209.99 *($7.00 shipping)*

100 channel pocket sized hand-held scanner (6"Hx1"Dx2¾"W), no crystal, portable scanner, 29-54 MHz, 118-174MHz, 406-512 MHz, bank scanning, backlit LCD display, automatic search, lockout, scan delay, priority, key lock, plus much more. Includes rubber antenna, rechargeable Ni-Cad battery pack, AC adapter charger, earphone, and carry case, optional cigarette lighter adapter #15MPC $12.99.

BEARCAT 100-XLT Hand-Held 100 Channel	$219.99	(7.00)
BEARCAT 70XLT Programmable Hand-Held	169.99	(6.00)
BEARCAT 50XL Programmable Hand-Held	119.99	(5.00)
AD100U AC Adapter/Charger for 50 XL	12.95	(*)
BP55 Ni-Cad Battery Pack for 50XL	13.99	(*)
VC001 Carry Case for 50XL	11.99	(7.00)
PS001 Cigarette Lighter Adapter for 50XL/100XL	12.95	(*)
BEARCAT 140 AC Programmable Scanner	94.99	(5.00)
BEARCAT 145XL AC Programmable Scanner	99.99	(5.00)
BEARCAT 175XL AC Digital Scanner	159.99	(5.00)
REGENCY TS-1 Turbo Scan AC/DC	239.99	(7.00)
REGENCY TS-2 Turbo Scan 800 AC/DC	339.99	(7.00)
BEARCAT 210XLT AC/DC Digital Scanner	199.99	(7.00)
BEARCAT 800 XLT AC/DC Digital Scanner	279.99	(7.00)
REGENCY HX-1500 Hand-Held Scanner	224.99	(7.00)
REGENCY MA-257 Cigarette cord for HX1000/1200	16.99	(*)
REGENCY MA-917 Ni-cad Battery for HX1000/1200	24.99	(*)
REGENCY HX-CASE Hvy Leath. case for HX1000/1200	19.99	(*)
REGENCY MA-549 Drop in charger for HX1000/1200	89.99	(5.00)
REGENCY MX-3000 AC/DC Digital Scanner	169.99	(7.00)
REGENCY Z-30 AC/DC Digital Scanner	129.99	(7.00)
REGENCY Z-60 AC/DC Digital Scanner w/Air	139.99	(7.00)
Mobile Mounting Bracket for Z Scanners	5.99	(*)
REGENCY ACT-R-1 AC/DC Crys. Single Channel	75.99	(4.00)
REGENCY RH-256B High Band Transceiver	359.99	(7.75)
REGENCY UC 102 Hi-VHF Hand Transceiver	119.99	(5.50)
REGENCY RH-600B High Band Transceiver	429.99	(7.75)
REGENCY R806 AC/DC Crystal Scanner	79.99	(5.00)
REGENCY INF-1 Informant Receiver	249.99	(7.00)
REGENCY INF-2 Informant Receiver	324.99	(7.00)
REGENCY INF-3 AC Informant Receiver	249.99	(7.00)
REGENCY INF-5 AC Informant Receiver	199.99	(7.00)
REGENCY R1090 Digital AC Scanner	147.99	(7.00)
COBRA SR12 Digital Hand-Held Scanner	189.99	(6.50)
COBRA SR10 Digital Hand-Held Scanner	129.99	(6.00)
COBRA SR900 AC/DC Digital Scanner	104.99	(5.00)
COBRA SR295 AC/DC Digital Scanner	109.99	(7.00)
Book "Top Secret Registry of Gov't Frequency" 6th	13.99	(3.00)
Book "Covert Intelligence, Electronic Eavesdropping"	8.95	(*)
Book "Betty Bearcat Frequency Directory"	14.95	(*)
Book "Rail Scan Directory"	7.95	(*)
Book "Air Scan Directory"	12.95	(*)
RCD MRP-1 Single Channel Hand-Held	39.99	(3.00)
FANON M8HLU DC Crystal Scanner	89.99	(5.00)
FANON PSK-1 AC Adapted for M8HLU	12.99	(*)
FOX BMP-1060 AC/DC Digital Scanner	129.99	(5.50)
FOX Mounting Bracket for BMP-1060	9.99	(*)
ANT-1 Magnet Mount Mobile Scanner Antenna	29.99	(3.00)
ANT-6 Base Scanner Antenna w/50' cable	29.99	(3.00)
REGENCY RD-ONE Radar Detector	39.99	(4.00)
REGENCY CB-ONE CB Radio	34.99	(5.00)

SCANNER WORLD SPECIAL

COBRA SR-925

$109.99

(plus $7.00 shipping each)

Digital programmable, 16 channel, AC/DC mobile/base, with raised button keyboard for easy programming of the following frequency ranges: 29-54mhz, 118-174mhz, 406-512mhz. Covering aircraft, marine, police, fire, weather, trains, public service, plus much more. Features include: digital display, priority, scan delay, weather button, channel lockout, search, scan speed, automatic squelch, memory backup, one year factory warranty, external speaker jack. . (Extended warranty 2 years extra $29.99, 3 years extra $39.99.)

Bearcat BC-600 XLT

$249.99 *($7.00 shipping).*

Digital Programmable 100 Channel Scanner

BC-600 XLT covers the following frequencies 29-54 MHz 118-174 MHz, 406-512 MHz Features compact size of 6-5 16 Wx1-5 8 Hx7-3 8 D scan delay, priority memory backup channel lockout bank scanning key lock AC DC power cords telescopic antenna mounting bracket supplied one year factory warranty, search, direct channel access track tuning service search including pre-programmed frequencies by pushing a single button for police fire emergency aircraft weather, and marine services Plus exclusive optional features never available on any scanner before First is an RF receive amplifier for boosting weak signals for only $24 99 plus a CTCSS tone board is available for only $59 99 to make this the number one scanner available in the USA Optional cigarette lighter plug #600MPC $4 99

BEARCAT BC-950XLT

Same features as BC-600XLT but also receives 800-954mhz.

$289.99 *($7.00 shipping)*

REGENCY Z-60

Same features as Regency Z-30.

With the addition of aircraft 118-136mhz and FM broadcast 88-108mhz. Z-60 also receives a total of 50 channels.

ONLY $139.99

(plus $7.00 shipping each)

BEARCAT 70XLT

20 CHANNEL HAND-HELD SCANNER

Small size 6"Hx1"Dx2¾"W, full digital readout, priority, search, channel lockout, scan delay, key lock. Covers following frequencies: 29-54mhz, 136-174mhz, 406-512mhz. Package includes rubber antenna, rechargeable Ni-Cad battery pack, AC adapter/charger, and carry case.

SPECIAL PACKAGE DEAL **$169.99** ($6.00 shipping each)

ORDERING INFORMATION

Call (518) 436-9606 to place orders by phone or mail orders to *Scanner World*, 10 New Scotland Av., Albany, NY 12208. Orders will be shipped same day received by United Parcel Service. *Scanner World* accepts VISA, MasterCard (COD shipments by United Parcel will be for cash or certified checks only). Mail orders with personal or business checks will be held 4 weeks for bank clearance. Orders with cashiers checks or money orders shipped same day received. Prices, specifications and terms subject to change without prior notice. If items are out of stock we will backorder and notify you of delivery date. All shipments are F.O.B. *Scanner World* warehouse in Albany, NY. We are not responsible for typographical errors. All merchandise carries full manufacturers warranty. Bid Proposals and Purchase orders accepted from Government agencies. Free full line catalogue available upon request. No minimum order. New York State Residents add 7% sales tax. Any claims must be made within 7 days of merchandise receipt

SHIPPING CHARGES

(*) Add ($) per scanner, and $3.00* for all accessories ordered at same time. C.O.D. shipments will be charged an additional $3.50 per package. Full insurance is included in shipping charges. All orders are shipped by United Parcel Service. Shipping charges are for continental USA only. Outside of continental USA, ask for shipping charge per scanner.

Scanner World, USA®

10 New Scotland Ave., Albany, NY 12208

(518) 436-9606

Most orders Shipped Same Day Received!

Scanner World, USA® • 10 New Scotland Ave. • Albany, New York 12208 • (518) 436-9606

Over 350 Embroidered Cloth **RR Emblems** 3/$2.10 DEALER INQUIRIES INVITED
— Railroad (Hickory) Hats, TOO!
137 Old Long Ridge Rd., Stamford, CT 06903
Catalog & 3 Samples $2.50 **W.N. RICH**

SUSQUEHANNA Spectacular

In the tradition of Mark I Video's critically accalaimed ***Alcos, Iron Ore and More,*** here's a close-up look at the contemporary operations of the New York, Susquehanna and Western Railway. Renowned railroad videographer Marc S. Balkin and photographer Ken Karlewicz, author of ***Susquehanna: Shortline to Stack Pack,*** have combined talents to produce a stunning portrait of the reborn Susquehanna in action! This hour-long documentary offers full coverage of the NYS&W Binghamton-Little Ferry Sea-Land stack trains, highlighted by unique night scenes and dramatic run-bys featuring full snow cover under blue skies. Operations on the Northern and Southern Divisions, local freight action, and connecting lines are also covered.
Scheduled release date: April 15, 1988.

ONE HOUR VHS - $49.95 ppd.

Check, M.O., VISA or MasterCard. Allow 2-4 week delivery. Add $2.50 per tape for optional First Class postage. (US Funds Please.) LSSAE for brochure.

MARK I Video
Broadcast Quality
PO Box 404
New Milford, NJ 07646
Phone Orders Accepted
7:30 — 9:30 p.m. Tues. — Thurs. (201) 261-8444

CERA invites you and your family to Chicago for the half-century celebration on Memorial Day weekend, May 27–30, 1988.

Some of the events you can enjoy:

A program of color slides on the past 50 years of electric railways—Friday evening

A South Shore Line ride with something for everyone—Saturday

Send for free list of activities and registration information.

1/2 CERA century

Central Electric Railfans' Association
Post Office Box 503 Chicago, Illinois 60690

4, a 1965 Moffat Tunnel excursion with a C&S 2-8-0 and Rio Grande "Ski Train" heavyweights, 1949 and 1956 narrow gauge excursions, mid-1970s trips behind the Black Hills Central 2-6-2T 104, "Galloping Goose" trips in the mid-1940s, the club's first chartered excursion (on the Manitou & Pikes Peak), a mid-1950s trip behind UP 2-8-0 535, an early 1950s interurban trip on the Denver & Intermountian, a "last-run" excursion behind C&S 2-8-0 638, a late 1940s trip on the Midland Terminal and a recent UP 4-6-6-4 3985 excursion. The calendar is attractively laid out and adorned with RMRRC "50th Anniversary" artwork and detailed captions. The photo reproduction is excellent. It sells for $6.00 plus $1.50 each for postage & handling from Rocky Mountain Railroad Club, 50th Anniversary Calendar, P.O. Box 2391, Denver, CO 80201.

Traction Publications **by Joe L. Diaz**

THE STORY OF THE B.C. ELECTRIC RAILWAY COMPANY, by Henry Ewert, is a 336-page 8½"×11" hardcover that describes the fascinating street and interurban railway of British Columbia. It is an operation well remembered for its red cars in the city and across the countryside.

This is a well researched and written book accompanied with a grand selection of photographs from the earliest days of the railroad and all through its lifetime. The author has done his work well. The photos are operational scenes and are outstanding. However, the captions are unfortunately too small in type to be comfortably read by most people. Strangely, many of the 270 photos, tickets, transfers, timetables and a variety of advertising brochures are printed in a sepia tone. This is an unfortunate detraction that may appeal to some readers. There are many well detailed and fascinating maps herein. A system of this size and complexity demands them, but they have been reproduced in such a small scale that they are difficult to read, even with a glass. Again, unfortunate.

The wide variety of freight and passenger equipment are described in a roster with detailed notes. Again, the type is so small as to be almost unreadable. Also, there are many pages of excellent equipment drawings, all reproduced very small.

This is an outstanding book in both content and detail, covering a very attractive subject. We continue to enjoy it and recommend it, but do be prepared with a good magnifying glass and expect some eye strain. It is available for $29.95 U.S., from Whitecap Books, Ltd., 1086 West Third Street, North Vancouver, B.C., Canada.

SPOKANE'S STREET RAILWAYS, AN ILLUSTRATED HISTORY, by C.V. Mutscher, C.L. Parent and W.H. Seigert, is a 208-page 8½"×11" hardcover detailing the history of street railways in Spokane, Washington. It follows the story from the first horsecars through the operation of the steam dummy lines, a small cable railway and finally electric streetcars. With well chosen photographs and well drawn route maps, the reader is afforded a good look at this era. Electric cars made their first appearance in 1890 and progress and expansion was slow, with many problems encountered. In 1899 the Washington Water Power consolidated all of the Spokane companies, except one.

The WWPCo. and its interurban lines to

...a new series from M. F. Kotowski

STREAMLINED STEAM 1935-1941

NEW YORK CENTRAL 20TH CENTURY

New York Central 5450 starts the Twentieth Century Limited from Toledo, Ohio on a dark-early Winter morning. This full color illustration by Mike Kotowski is the first of 12 in a series of streamlined steam locomotives. Each 8¾ x 11 print is mounted on a 14 x 16 inch gray matt ready for framing. Signed and numbered by the artist each print includes a brief history and certificate.

$19.95

California residents add 6% sales tax
Send To:
M. F. KOTOWSKI RAILROAD ART
P.O. BOX 400
CAMPBELL, CA 95009
(Please allow 4-5 weeks for delivery)

FREE — YOUR MEMBERSHIP INCLUDES NEW BOOKS AS PUBLISHED — FREE

The Next Station Will Be . . . Vol. IX

The Next Station Will Be Vol IX — (Salamanca, NY to Marion Ohio) depot photo album 60 pages $17.50
Frederick's Story of the Wilkes-Barre and Eastern Railroad 108 pages $17.50
The Next Station Will Be .. NY and LB depot photo album 52 pages $14.00
The Next Station Will Be Vol VIII Erie — (Susquehanna and Allegheny Divisions) depot photo album 52 pages $10.00
The Next Station Will Be Vol VII Erie — (Port Jervis, Susquehanna, Scranton) depot photo album 60 pages a few left) $8.50
The Blue Comet Full color [illegible]nal photo taken near Hazlet, NJ 12"×28" [illegible]or framing. Vouched for on separate p[illegible] signature of trainman $24.95

SOLD OUT

Luca's History of the Susquehanna (second edition) 196 pages $15.00
Helfich's The History of the Blairstown Railway 96 pages $12.00
Locomotives of the Jersey City Central 1 - 999 by Warren Crater 106 pages $7.50
New York and Long Branch Signal Rule Book (reprint) $2.50
Train Sheet Extra #2, Ed Lohr's Engineers Reverie $1.00
Train Sheet Extra #3, The Wootten Firebox $1.00
Train Sheet Spring 1978, Those Compound Locomotives $1.00
1988 Railroadian Calendar (all steam) $3.75

ALL BOOKS SOFT COVER

50 YEARS

RAILROADIANS OF AMERICA
18 Okner Parkway Dept. F
Livingston, NJ 07039

When ordered with any book the price of the Signal volume is $2.00 each 1988 Calendar is $2.75 each Similarly Train Sheets may be had at $.80 each Check or money order (U.S. Funds) drawn to Railroadians for $ _____ in full payment is enclosed ALL PRICES INCLUDE POSTAGE NJ RESIDENTS PLEASE ADD 6 SALES TAX

Medical Lake and Cheney are well covered in the second half of the book. An additional section is titled "Memories of a Motorman" and is of good interest. Along with several scale car plans are equipment rosters of the constituent companies. There are 100 photographs with informative captions. Reproduction quality is overall good. Included are numerous route maps and trackage diagrams covering both the local street railway and interurban lines. This is a quality book about an area which has largely been neglected to date. It sells for $30.00 from the Inland Empire Railway Historical Society, P.O. Box 5334, Spokane, WA 99205.

Book Reviews

Canadian Trains Canadiens, by Guy and Mireille Charmantier, published by Les Editions Du Cabri and distributed by Bookservice Unlimited, #11, 5803 Bow Crescent N.W., Calgary, Alberta, Canada T3B 2B6. 162 pages, 9¼"×12½", hardcover, $69 Canadian.

Canadian Trains Canadiens is written by French authors, not French-Canadian but French as in France, and it is a handsome pictorial of contemporary Canadian railroading. As a competitor in the American train book market, it should do quite well also.

As Canada is a bilingual country, it seems quite natural for this book to have its text and captions in both French and English, sometimes with the two languages on facing pages, other times a French chapter followed by an English one. It's not as confusing as it sounds, and once the reader gets the hang of it, everything flows well. Captions can be a bit tricky, though, as one has to hunt to find the language he wants to read in. Because of space limitations, seemingly large captions are in reality, only half the length printed twice.

From the standpoint of text, this is a primer on Canadian trains, both freight and passenger, main line and branch, as viewed by a European unaccustomed to the distances and tonnage we consider normal in North America. A brief history is given, along with a discussion of current operations including VIA Rail. But before you wade into the text, you will undoubtedly wander trough the extensive photo selection (65 color and 248 black & white photographs). The color reproduction is excellent, perhaps a shade better than the black & white which accompanies it. Coverage ranges from the Atlantic to the Pacific with lots of CN, CP and VIA as well as BCR, Ontario Northland, Algoma Central, GO Transit and even Amtrak. My favorite photo is a color view of a CN RS18 burbling in the evening sun near a lighthouse on Prince Edward Island.

The color photos are definitely the highlight of this book, with numerous "postcard perfect" views. The work overall could be classified as "good typical railfan photography," with a good use of lenses and interesting angles. Of particular lasting interest will be the numerous F-units and FAs that show up throughout the pages. That price may seem a bit steep at first, but consider that price is $69 *Canadian*, which today translates to about $53 U.S.—DAVID C. LUSTIG.

South American Steam 1988 Tours

- Tours to: Argentina, Paraguay, Ecuador, Colombia and Guatemala
- Charter Steam Trains
- Plenty of Photo Run-bys and Cab Rides
- Linesiding Opportunities
- In-Depth Study of Rail Systems
- Spectacular Scenery
- Extra Time for Railfanning or Sightseeing
- Write or Call for Brochure and Itinerary

Trains Unlimited, Tours
c/o The Travel Experience
1430 Myers Street, Suite H (R)
Oroville, CA 95965 (916) 534-8555
Tours organized by Chris W. Skow

KEY, LOCK AND LANTERN

IF YOU COLLECT HARDWARE
YOU NEED KEY, LOCK & LANTERN!
Published Quarterly: $19.00 / year
$1.75 Brings Sample Issue
KEY, LOCK AND LANTERN
PO Box 116, Convent Station, NJ 07961

THE DEPOT ATTIC

377 Ashford Ave. Dobbs Ferry, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

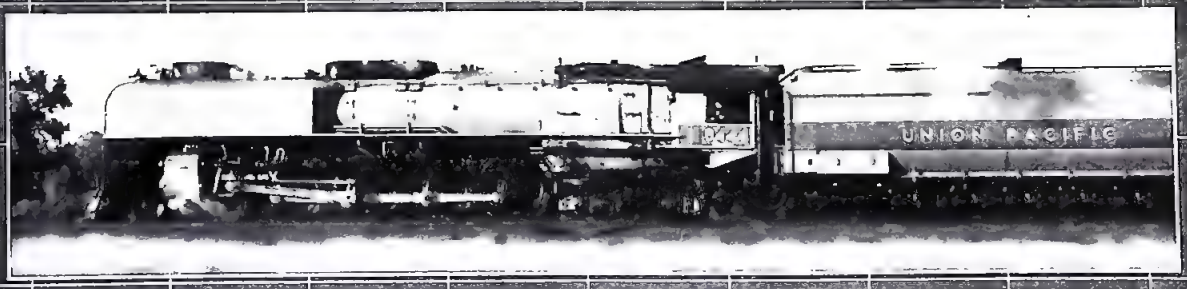
Offering a Large Selection of Authentic Railroad Paper and Hardware Material.

Buying Large Collections or Single Items Including Lanterns, Timetables, Keys, China, Passes, Badges, Books, Hardware, Brochures and Miscellaneous.

Write, or Phone 914-693-5858 (Evenings)

Store Hours: Weekends Only 12 to 5:00 PM
Send $2.00 to Receive Catalogs

UNION PACIFIC 8444-1987



In September of 1987, the Union Pacific unveiled their freshly repainted 8444. The all black paint job was replaced by a traditional two tone gray which the locomotive had once been painted.

Pentrex traveled to Cheyenne to capture this beautiful locomotive as it raced across Wyoming to Nebraska for the River City Roundup in Omaha. Then it was back to Cheyenne for a trip to Denver and an excursion over Sherman Hill.

The weather was superb as we chased the 8444 at 70 mph with plenty of smoke, steam and whistle blowing. Our tape shows the UP 8444 pulling freight and in passenger service.

This is a great example of the footage which Pentrex is famous for providing to our customers.

For a limited time, we are proud to offer this 60 minute tape for a special low price of $29.95.

Order your tape today!

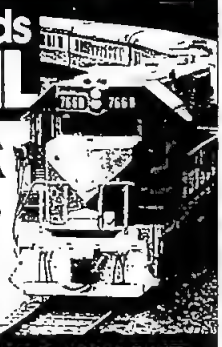
Pentrex

VHS or BETA
Check or Money Order

P.O. Box 94911, Pasadena, CA 91109

Plus, we also offer a special 25 minute action-packed Preview tape of our other productions for only $10!

The Redwoods BY RAIL



WILLITS TO EUREKA
CALIFORNIA
May through October
Round Trip Coach $99
CALL OR WRITE FOR 1988
Free Brochure
& Schedule
(707) 442-7705

NORTHCOAST DAYLIGHT
Dept. R, P.O. Box 3666, Eureka, CA 95502

(416) 694-6821 (10 am–10 pm)

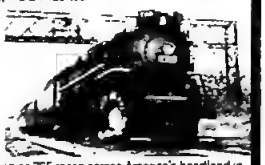
N&W Class A
1218
Inaugural Trips
$27.95 ea.
60 minutes
Color & Live Sound

Battling flooding and mudslides, fallen trees and downed wires, the Mighty 'A' assaults the grade to Bluefield, WVa. Fantastic echoes and stack sound in the New River Valley as 1218 snakes her way through rock cuts and tunnels, along the ridge. The best shots from 3 days of filming. On train, runbys, pacing, and more.

2102
READING 4-8-4
$27.95
60 minutes
Color & Live Sound

Looking great in her freight paint, powerful Reading Northern 2102 returns to high speed service at BM&R's Railfan Weekend II. 3 days of non-stop action with 2 trains/hr and a spectacular steam doubleheader finale. Pennsy E-6's, Budds, 4-6-2 #425 too.

NKP 2-8-4
765
WABASH
CANNON BALL
$27.95



Exceptional high speed pacing as 765 races across America's heartland in Sept '87. Includes runbys, cab and turntable shots, plus restoration of C&O Berkshire 2789. Great stack sound & acceleration. 60 minutes.

Other Videos: STEAMTOWN USA (Ex-CPR 2317), CNR 6060 Freight, N&W 611, BCR 3716, Royal Hudson, STEAMEXPO (Grand Parade), Reading 2102 (Railfan Weekend II), CPR 1201 (1 hrea $27.95 ea.)

Color & Live Sound VHS or Beta Duty Paid to U.S.A.
Satisfaction Guaranteed or Money Refunded
Add $2/order for handling & postage
Add $1/tape for charge card orders
Ontario Residents add 7% sales tax
cheques payable to
Video Classics
84 Willow Ave. #41
Toronto, Canada, M4E 3K2

RAIL EXPO VIII®
N.J. FESTIVAL OF SHIPS & TRAINS®
Model Railroad, Toy Train, Railroadiana and Maritime - Steamship Exhibits & Collectibles, Live Steam Whistle and Horn Blast at CRRNJ Terminal Liberty State Park, Jersey City, NJ
SUNDAY, JUNE 5, 1988-9am to 5pm
FOR INFO CALL (201) 823-4983
Slide-A-Thon 1,000,000 35MM Railroad Slides for Sale & Trade, Famous Dealers.
COMMUNIPAW COMMEMORATIVES
PO BOX 831 PAMRAPO STATION
BAYONNE, NJ 07002-0831

The Time of the Trolley, The Street Railway from Horsecar to Light Rail, by William D. Middleton, published by Golden West Books, P.O. Box 80250, San Marino, CA 91108-8250. 246 8½"×11" pages, hardcover, $42.95.

Originally published by Kalmbach in 1967, *The Time of the Trolley* has been revised by the author and is being put out by Golden West in three volumes, this being the first. The second will contain a photographic survey updated to the modern "light rail" systems followed by a third volume on urban rapid transit systems. Both are expanded chapters of the original book and will be published at a future date.

Once upon a time you could go almost anywhere on a trolley, for cities big and small, urban and rural, all had systems. By World War I there were more than 60,000 trolleys operating over some 26,000 miles of street railway. That's impressive—and that's what this book is all about.

Not dwelling on any one system, this is a very fine and occasionally deep overview. *The Time of the Trolley* covers a variety of subjects quite well, including what America was like before the trolley, the early beginnings, the trolley in its heyday and, predictably, the waning years. Much of the historical information in this volume has been taken from the many traction enthusiast and historical publications devoted to the street railway era, all of which are acknowledged in the bibliography. What's nice is that there is an up-side to this story. Because the trolley, in a new form, is coming back; both from traditional sources such as the seemingly inexhaustible New Orleans system, to new equipment operating from San Francisco to Boston and a myriad of places in between. A short chapter is dedicated to "Where the Cars Still Run" which looks at present day light rail networks and trolley museums.

This book contains several pre-1900 lithographs and engravings with entirely black & white photo coverage totaling more than 360 illustrations. The reproduction is very good. If your forte is studying the complete history of a particular operation, then this is not the book for you, although you may find scenes you've never come across anywhere else. But if you'd care to delve into the subject with the help of one of the most respected authors in the field, then this is the book—DAVID C. LUSTIG.

Videos

BY MIKE DEL VECCHIO

New Arrivals

"CSX Diesels, Then and Now," by JMJ Productions, P.O. Box 4449, Hollywood, FL 33083, is a look at the colorful diesels of the companies which eventually became CSX Corporation. The first 22 minutes consists of well reproduced movie footage of first generation diesel action on the C&O, B&O, ACL, SAL, L&N, Georgia and A&WP. Contemporary video shows Chessie, Family Lines, Seaboard System and CSX liveries. The soundtrack features live sound, narration and light instrumental music. 62 minutes, $49.00.

"1218 Southern Style," by Lasting Impressions, 2707 Colonial Drive, Louisville, KY 40222, 502/426-6397, is a series of vignettes of three N&W 2-6-6-4 1218 excursions over the former Southern lines in 1987 including the September 12-13 Cincinnati-Danville trips, the September 19-20 Lexington-Chattanooga trip and the Birmingham to Chattanooga trip on October 10. Video quality is professional with minimum narration. It's a nice tape at a great price: 38 minutes, $24.95.

"Memories, Tape One" is produced by the Hawk Mountain Railway Historical Society, P.O. Box 372, Allentown, PA 18105-0372. This tape features footage from around the Reading, Pa., area during the 1940s and '50s, steam and first generation diesels. Shown are Reading's G1 Pacifics, T1 4-8-4s, FP7s and RS3s. Also featured are Lehigh & New England RS2s, Lehigh Valley PAs and FAs and CNJ Train Masters. The transfer is very good from original 8mm silent footage, and easy-listening background music has been added. The proceeds from this venture will be

Stephans' Railroad Directory

Volume 2
Railroad Model Craftsman
Railroad/ Railfan

Comprehensive Subject Index
Railroad Model Craftsman 1933 - 1987
Railroad/ Railfan 1929 - 1987

8½ x 11 Page Formal
28,000 Entries
17 Catagories
52 Sub - catagories
310 Sub Sub - catagories
570 pages of "Where did I see it!"

Earl Stephans
Tioga Publications
101C N. Fenton Road
Chenango Forks, NY. 13746

Directory Volume 2 Delivery April ~~$27.25~~ 25.75
Shipped Via UPS(insured)
Directory Volume 1 "Model Railroader" "Trains" $22.75
Immediate Delivery
PRE PUBLISH SPECIAL
NY Residents add Sales tax

put toward the society's restored CNJ RS3 1554, stored at Jim Thorpe and operated during the summer. The tape runs 58 minutes and sells for $49.95.

Feature Reviews

"Allegheny Rails, Volume 1: The Baltimore & Ohio," by WB Video Productions, 6447 South Heritage Place West, Englewood, CO 80111; 303/770-8421. VHS or Beta, 55 minutes, $49.95.

When Bill Price of Cumberland, Maryland, was documenting steam's last hurrah in his now-famous black & white and color photographs, he was simultaneously recording the action with an 8mm movie camera. While we have enjoyed seeing his pictures in numerous articles, books and slide sets, we can now acquire the first of several videos to be released of his films. For those who admire any kind of steam power, this action-packed video is not to be missed.

In video form, Bill's photographic talents come to life, and once again the B&O lives. The setting is the Pittsburgh Division's famed Sand Patch Grade northwest of Cumberland and the Cumberland Division's "West End" line to St. Louis with 17-Mile and Cranberry Grades. With mountains, forests and curves, the area has always been an attractive place to photograph both the B&O and Western Maryland (the WM will be the subject of Volume 2). And then there is Sand Patch, a grueling 18-mile climb to the summit of Allegheny Mountain.

Filmed in 1953-54 as the first generation diesels began to noticeably intrude, there are breathtaking views of the best of B&O steam as EM1 2-8-8-4s, T3 Mountains, Pacifics, Mikes and the "Big Six" 2-10-2s romp through their daily chores. The diesels include matched sets of FAs, Es and F-units on varnish and tonnage in that wonderful Royal Blue, gray and gold. Of special interest is the rare footage of the Baldwin "Sharks" in pusher service.

On the technical aspect, I was impressed with the picture quality. Transferred from 8mm Kodachrome 10, the picture is sharp, bright, colorful and free from blemishes such as scratches, cinch marks and splices. Bill's movie camera work is as clean and professional as his superb still photography. His camera had a good long "wind" for surprisingly lengthy sequences, and the images are nicely framed, the locomotives are evenly panned and the picture is rock steady. His choice of lighting and exposures are excellent. Unlike many still photographers who "also shot movies," Price makes it look like he gave the movie camera his undivided attention with good timing of his shots and excellent "follow-through" with smooth pans and going-away shots.

The soundtrack is narration and background music. My only wish is that the producers did not repeat the musical selections, which I found monotonous after a while. But on the other hand, it was more creative than others I have heard.

At a time when the present owner of the lines out of Cumberland calls itself CSX Transportation, Sand Patch and the West End will always be "the B&O" in the hearts of its fans and veteran employees who loved this railroad. Truly, this video vividly demonstrates why—MITCHELL DAKELMAN.

"Twilight of the Narrow Gauge," "Work Train to Silverton," "The Chama Turn" and **"Switchin' Along the Rio Grande,"** by Green Frog Productions, 950 Bream Court, Marietta, GA 30068; 404/971-7622 (VISA and MasterCard accepted). Length and price of each tape are given below.

Ever been to the Cumbres & Toltec Scenic Railroad or the Durango & Silverton in Colorado? I have, and I loved it. But I always wondered what it was really like before the tourists. Just the D&RGW narrow gauge doing its day-in and day-out chores in the Rocky Mountains. Thanks to Green Frog Productions and rail photographer Emery Gulash, who filmed the operation in the 1960s, I have just had the opportunity to experience it. I never met Emory Gulash, but I certainly do love his 16mm cinematography. Green Frog has superbly edited his work into four tapes of various lengths. Gulash took great pains to record not only runby action but the seldom-seen servicing, switching and human aspect of the operation. Look quickly at the beginning of "Twilight of the Rio Grande" (40 minutes, $54.95), and you will notice a standard gauge Baldwin VO660 batting around a string of narrow gauge cars using the dual coupler pockets common on equipment in the area. It was also common to see a narrow gauge 2-8-2 switch standard gauge cars on the many miles of three-rail trackage between Alamosa and Antonito. This program seems to be a compendium of the various DRG&W narrow gauge operations. Gulash starts out by following the dual-gauge operation from Alamosa to Antonito, which being straight and flat allowed hoggers to really race those narrow gauge 2-8-2s.

Baldwin 5 Chime
STEAM WHISTLE
Beautiful, quality-made, aluminum whistles with authentic locomotive sounds. $22.50
Solid Brass for models and saltwater boats $57.50
Use your Visa or MasterCard. Payment required prior to shipment. Illinois residents add 6.25% sales tax. Add $1.50 UPS charge. Write for free catalog.
The Depot of Sullivan
Dept. RF, Sullivan, IL 61951 (800) 223-3768

Railroad Antiques & Artifacts
Choice things from America's leading mail order specialist in diverse non-paper RR collector's items. Museum quality (Smithsonian a regular customer), satisfaction guaranteed. Send $1. for current lists.
Scott Arden- 20457-R Hwy 126
Noti, OR 97461 (503) 935-1619

OUR RAILROAD
HERITAGE
SERIES

ENJOY Carstens' "Heritage Series" of top quality softcover books. With excellent photo reproduction and informative captions, they capture the railroad scene of yesterday and today. All are 48 8½" × 11" pages in a horizontal format.

ELECTRIC HERITAGE OF THE LONG ISLAND RAIL ROAD, 1905-1975, by Ron Ziel and John Krause, looks at LIRR electric locomotives and m.u. cars from side-rod DDIs to today's M-1s. C-50 ..... $7.95

LACKAWANNA HERITAGE, 1947-1952, by John Krause and Ed Crist, covers the grand steam-diesel transition era of the DL&W with lots of action. C-51 ..... $7.95

BALTIMORE & OHIO HERITAGE, 1945-1955, by John Krause and Ed Crist, offers up a heady dose of steam from mighty 2-8-8-4s and doubleheaded 2-10-2s to dainty 4-4-2s on the old B&S. C-52 ..... $7.95

Order from: CARSTENS BOOKS, Dept. 4665
P.O. Box 700, Newton, NJ 07860

THE A AND THE J

The 1218 and the 611 are together at last! Join us for highlights of the 1987 NRHS Convention in Roanoke, Virginia. Highlights include the 1218 from Roanoke to Bluefield — The 611 from Bluefield to Roanoke along the Old Virginian Line — Night shots at Shaffers Crossing. You will see the railfan event of the decade as the 611 and the 1218 storm up Christiansburg Mountain side by side. And if that is not enough, add the 1218 and the 611 doubleheader back to Roanoke. The most exciting railfan events of the 80's.

RUNNING TIME: 41 MIN. **$34.95**

1218 : A NEW BEGINNING

All aboard for the first trips with our new camera and the N&W 1218 on the first trips in '87. We have your ticket for the Ferry Run from Birmingham to Atlanta and points north. Then we are off to Roanoke for the first public excursion to Bluefield. Your ticket includes the breakdown in Anniston, a meet with the S&A 750, the Christiansburg Mountain, Shawsville Tunnel and a "Trackside Video" exclusive as we show you the Landslide at Glen Lyn!.

RUNNING TIME: 44 MIN. **$34.95**

Trackside Video / P.O. Box 234 / Forest Park, Georgia 30051-0234 / 1-800-628-2828 Ext. 904

RAILROAD BOOKS

Carstens
PUBLICATIONS, INC.

CUMBERLAND & PENNSYLVANIA
By Deane Mellander. The C&P was a fascinating coal hauler near Cumberland, Maryland, with home-built 2-8-0s. Taken over by WM in 1944. 64pp, C42 . . . . . .$8.50

CHICAGO GREAT WESTERN
By Philip R. Hastings. Pictorial of CGW's last decade before absorption by C&NW. 80pp, C39 . .$9.95

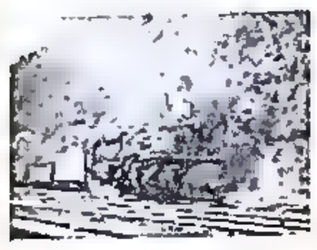
STEAM IN THE ALLEGHENIES: WESTERN MARYLAND
By Krause & Grenard. Last great days of steam in dramatic action by the finest photographers. 84pp, C37 . . . . . .$9.95

LACKAWANNA HERITAGE
By Krause & Crist. Pictorial of DL&W during 1947-1952 with plenty of steam and early diesel action. 98pp, C51 . . . . . .$7.95

INTERURBAN INTERLUDE
By E.J. Quinby. Delightful coverage of the North Jersey Rapid Transit interurban line. 92pp hardbound, CO1 . . . . . .$12.00

SEABOARD COAST LINE
By Bob Warren and Fred Clark Jr. A superb collection of Florida SCL photos from the ACL/SAL merger up to Seaboard System. 115pp, C46 . . . . . .$15.95

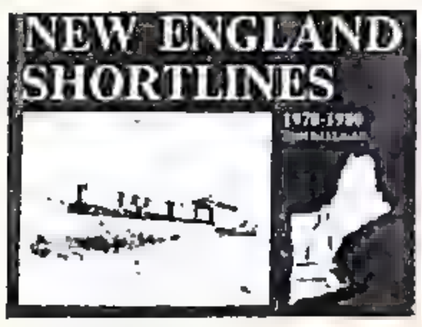
LONG ISLAND ELECTRIC HERITAGE
By Ziel & Krause. LIRR electric operations from DD1 motors with side rods to todays commuter m.u.s. 48pp, C50 . . . . . .$7.95



CHESAPEAKE & OHIO
By Thomas W. Dixon, Jr. The C&O during the steam/diesel transition from 1949 to 1956. Excellent photos put the C&O "in context." 128pp, C49. . . . . .$15.95

EAST BROAD TOP
By Grenard & Kramer. Superb pictorial of the final years of coal-hauling on this classic Pennsylvania narrow gauge. 80pp, C40. . . . . .$9.95

BALTIMORE & OHIO HERITAGE
By Krause & Crist. B&O steam (1945-1955) from 2-8-8-4s and 2-10-2s to 4-4-2s on the old B&S. 48pp, C52 . . . . . .$7.95



NEW ENGLAND SHORT LINES
By Tom Nelligan. A pictorial review of modern New England short lines, 1970-1980. 48pp, RH6 . . .$6.00

R&R RAILROAD ATLAS
The latest Rand McNally Railroad Atlas showing all U.S. railroads by state. Keep up with abandonments, mergers and new short lines. C15-82 $11.95

LEHIGH & NEW ENGLAND
By Crist & Krause. Handsome pictorial showing action with Camelbacks and huge 2-10-0s to A-B-B-A Alcos. 80pp, C41 .$9.95

CENTRAL VERMONT
By Ed Beaudette. History and operations of the steam/diesel era CV. Excellent photography by Hastings, Shaughnessy and others. Maps and rosters. 112pp, C44 . .$13.95

SUSQUEHANNA
By Krause & Crist. The New York, Susquehanna & Western from Erie steam and railcars through RS1s to GP18s. Picturesque railroading in rural New Jersey. The pre-DO era. 98p, C38. . . . . .$12.00

QUANTITY	TITLE	PRICE
	POSTAGE & HANDLING (U.S. $1.00; Foreign $2.00)	
	TOTAL (N.J. residents add 6% sales tax)	

NYO&W EMPLOYEE TIMETABLE
Reproduction of 1898 New York, Ontario & Western employee timetable with Chicago trains, milk and freight trains. 16pp, C10. . . . . .$3.00

THIS TRAIN IS BOUND FOR GLORY
Dan Igor Glenn sings folk/country railroad songs mixed with superb railroad sound effects. 12" lp record, 2002 . . . . . .$6.95

MAGAZINE BINDERS
Durable binders for Railfan & Railroad, Railroad Model Craftsman and Flying Models. Stamped in gold. Specify magazine, add $1 shipping each $7.00

CARSTENS PUBLICATIONS ,Inc.
P.O. BOX 700
NEWTON, NJ 07860
Dept. A669

Please print or type legibly and be sure to give your UPS mailing address. There is a $10.00 minimum order with charge cards. If you do not wish to mutilate your magazine, send your order on a copy of this form, or in a letter with your remittance.

☐ CHECK ☐ MONEYORDER
☐ MASTERCARD ☐ VISA

NAME

ADDRESS

CITY

STATE, ZIP

CARD NO.

EXP. DATE

SIGNATURE

West of Antonito the scenery changes as the trains head for the mountains and Durango. Again, the photographer captured the essence of what made the narrow gauge a necessity so many decades ago and the anachronism that it was in the 1960s. Just to round things out, there is some additional footage of runs to Pagosa Springs and Farmington (the Farmington Branch was in itself unique, originally having been built as a standard gauge line in the middle of narrow gauge country). Even the most mildy interested will enjoy this tape.

For a little less money and just as much bang, "Work Train to Silverton" (23 minutes, $34.95) is very enjoyable. One of three K27 2-8-2s is the star here, in charge of a string of gondolas bound for Silverton. Gulash woke up with the chickens on this one, capturing the dawn as well as the tiny train as it charged through the canyons before wying and returning home.

And then there is "The Chama Turn" (60 minutes, $54.95), showing the final days of the Rio Grande when abandonment was pending. Watching the bantam 2-8-2s march up and down the grades with comparatively little freight, one realizes that no matter how gratifying the operation was to observe, it was a killer on the corporate budget. Many different Chama Turns over Cumbres Pass are shown. If "gritty realism" is your cup of tea, than this is the tape for you.

The fourth tape is "Switchin' Along the Rio Grande" (22 minutes, $22.95.) Having seen the other three productions, this one lacks their power and grandeur as it is material edited from them. This tape is predominantly switching and servicing scenes at the different locations though it is loaded with realism.

In each of these productions, the film-to-tape transfer is flawless. The color is bright and snappy, the images are sharp and the creative composition is spectacular. The original footage was silent, but most of the added sound is unbelievably real, especially during the switching scenes. The background is limited to some narration and soft instrumental music in places. The overall production is very professional. These tapes are a fine record of the final years of the D&RGW narrow gauge. This is a classic example of how video conversion can make valuable film footage available at reasonable cost—DAVID C. LUSTIG.

Camera Bag

BY JIM BOYD

Ilford XP-1 Revisited

GUEST COLUMNIST: BRUCE KELLY

In the July 1982 RAILFAN & RAILROAD Bruce Nett's report in this column introduced a then-new 35mm film from Ilford called XP-1. His examination concentrated on XP-1's unique qualities for night photography, but since that time the film has revealed its other merits—gaining popularity and evolving into a truly professional film worthy of another look.

What is Ilford XP-1? Essentially, it is a high-speed black & white film which takes advantage of the C-41 color process to produce an extremely fine grain negative. Most ordinary black & white films rely on an emulsion of light-sensitive silver halides to capture the image, and that same silver halide emulsion is what retains the image on the processed negative. XP-1, on the other hand, loses all of its silver halides during the bleach phase of its processing, leaving behind a permanent image composed of color dyes. To get some idea of the difference between color dye and silver grain images, grab a magnifying loupe and examine your latest Kodak Tri-X negatives (or, for that matter, even your Plus-X or T-MAX negatives), taking note of the grain, shadow and highlight detail and overall tonal range. Then similarly examine some Kodachrome transparencies or VRG 100 color negatives, again taking note of the above qualities while ignoring the color aspect of the image. The difference you'll see is quite similar to the difference between Tri-X (or T-MAX 400) and Ilford XP-1.

Now that's hardly a conclusive laboratory analysis, but the June 1987 issue of *Popular Photography* contains a much more accurate survey of the six leading high-speed black & white films currently available. After comparing Fuji Neopan 400 Professional, Kodak Tri-X (400), Kodak T-MAX 400, Agfa Agfapan 400 Professional, Ilford HP5 (400) and Ilford XP-1 (400), they found that XP-1 "gives the finest grain, best sharpness and longest tonal scale of any film in this group."

"So", you ask, "why aren't more people using XP-1," or "how come I never heard of XP-1 before?"

Probably because Ilford XP-1 appeared on the U.S. market about seven years ago and few working photojournalists can afford the time to experiment with new films and to alter their standard method of operation. Jim Boyd has preached wisely the adage "if it works, stick with it" in previous CAMERA BAG columns, and I agree with him wholeheartedly. I also agree with another of Jim's rules-of-thumb: *Never* go out on an important or expensive photo trip (ie., to far away locations or rare excursions) with new or untried film or equipment. Therefore, let me share what I have experienced with XP-1 over the last seven years; then you can decide whether or not to give it a try for yourself.

First, you'll need to go down to your favorite camera shop and buy a roll of XP-1. The expiration date printed on film boxes is something to watch for any time you buy film. This is especially true for color transparency films like Kodachrome, Ektachrome and Fujichrome. After its manufacture in England, Ilford XP-1 is shipped to the U.S. with an incredibly long shelf life built in. Back in 1986 I was seeing some rolls of XP-1 dated for January 1990. XP-1 as "fresh" as that will generally perform all right, but the

CANADIAN CLASSICS
from GREG SCHOLL
VIDEO PRODUCTIONS

SNOW PLOW
With CN F7's
52 minutes
$49.95

● SNOW PLOW WITH CN F7's - Watch the snow fly as a pair of Canadian National F7A's power the Snow Plow for 3 separate days in February 1987 from Stratford, Ontario. Also the same F's work the local freight another day. See how a plow operates, and rerailing plow after derail. 52 min..... $49.95.

F-UNITS
Winter In Canada
57 minutes
$49.95

● F-UNITS WINTER IN CANADA - February 1987 in Eastern Ontario and Quebec, with variety of power concentrating on VIA FP9's, FPA4's, Montreal Commuter F7's and Ontario Northland F7's during bitter cold weather. Also new FP40's, and variety of other freight and passenger. Temperatures to -35 below but clear. 57 min..... $49.95

BCR STEAM
With 2860 & 3716
41 minutes
$39.95

● BCR STEAM WITH 2860 and 3716 - 1986 action features both 4-6-4 (Royal Hudson) #2860 and 2-8-0 #3716 each working the train to Squamish on the British Columbia Railway. Superb coastal and mountain scenery of Western Canada are the backdrop for one of the worlds greatest standard gauge steam runs. 41 min. ... $39.95

For First Class Mail and CANADA orders add $2.00 for 1 or 2 tapes (3 tapes $4.00). Otherwise U.S. orders sent Third Class. Prompt and courteous service. State VHS or Beta Format. **Mastercard** *and* **Visa** *Accepted. Call or write today with your order. Free catalog available. Don't miss out!*

GREG SCHOLL VIDEO PRODUCTIONS
P.O. BOX 123 R-4
BATAVIA, OHIO 45103
(513) 732-0660

Great Gifts for Railfans!

Buckles, T-Shirts, Hats, Jackets, Clocks, Signs, Pins, Cups, Watch Fobs, Key Rings, Money Clips, Cuff Links, and much more!!!

Over 135 Railroad Names To Choose From.

Send $1.00 for 48-Page Catalog.

M and L Mittens

2238 Valencia Court
Sparks, NV 89431-8626

Back in print...

ERIE LACKAWANNA EAST
by Karl Zimmermann
Quadrant Press Rev. No. 3 on the eastern part of the popular E-L is avail. 80 pages, numerous illustrations, color covers . . . $9.95

HOBOKEN'S LACKAWANNA TERMINAL
by T.W. Scull . . . $12.50

Quadrant Press, Inc.
Room 707,19 West 44th St.
New York, NY 10036

STEAMING VIDEO SPECIAL

"Blue Mountain & Reading Rail Fan Weekend II"

26 Minutes • Color • Sound
VHS or BETA

$12.95 + $1.00 postage

Kauffman Creative Services
P.O. Box 4
Campbelltown, PA 17010

PA Residents Add 6% Sales Tax

film's sensitivity to shadow areas won't be fully matured yet. Throughout 1987 I was using XP-1 dated for January 1990, and now, in early 1988, I'm shooting XP-1 dated for July 1990. All I can say is that the film keeps getting better, and I recommend shooting XP-1 a year or two before its expiration date. I buy my 36 exposure rolls of XP-1 in blocks of ten or 20 rolls for roughly $3.00 per roll from a popular camera shop in Coeur d' Alene, Idaho. Some retailers charge as much as $6.00 per roll, so shop around. (For examples of Bruce Kelly's XP-1 work, see the Cajon Pass article in the March 1988 R&R—J.B.)

You don't necessarily need special filters while shooting XP-1. I usually remove the filters from my lenses when doing any night photos or straight-on shots in low light to avoid reflections and those horrible two-dot impressions caused by locomotive headlights. But anyone who deals with black & white film long enough will discover that colored filters greatly enhance their photos. This was covered in the April and July 1978 CAMERA BAGS, so I'll limit my comments to a few observations. A K-2 yellow filter is normally attached to my lens when I shoot XP-1 (or any other black & white film). This filter cuts through some of the atmospheric haze, but more importantly, it increases contrast and helps to distinguish the various colors and markings on locomotives. It makes the red noses and ends on SP units stand out; the red, white and blue stripes on Amtrak equipment will be rendered in distinct tones; and the yellow body of a UP unit won't blend in with the gray roof line so much. The filter will give you blacker blacks, whiter whites and a better gradation of all the tones in between. This can tend to make Tri-X negatives a little difficult to print since that film may wash out in the highlight areas. But not so with XP-1. In fact, using XP-1 you can overexpose a contrasty subject under direct sunlight by two or three f-stops and still not lose highlight detail on the negative.

Working with the film's standard ISO 400 rating and the K-2 yellow filter, my full-bright daylight exposure for XP-1 is 1/500th of a second at f11 (or 1/1000th at f8, 1/250th at f16, etc.). This holds true from Canada to Mexico throughout most of the year, but I find I must open up an additional half or full stop when shooting under sunshine in northerly latitudes during mid-winter.

"Why does Kelly expose his ISO 400 film only two stops faster than Kodachrome 64?" Because the yellow filter cuts down the amount of light passing into the lens by one f-stop, and chromogenic (color negative) films achieve finer grain and greater shadow detail when slightly overexposed. If you start shooting XP-1 with a UV (ultraviolet, or "skylight") filter or no filter at all, try using the instructions printed inside the film box as a basis for your exposures.

We've all heard that saying "expose for the shadows and develop for the highlights." That sums up my general procedure for shooting backlit, shadowed or grubby weather photos with XP-1. What's nice about XP-1 here is that it has a wider exposure latitude than the other films, allowing you to open up that extra two stops to bring out the details on a locomotive coming at you with the evening sun shining bright in the background while retaining acceptable density in the sky and distant horizon. Bruce Nett's nighttime application of XP-1 (page 16, July 1982 R&R) further proves its forgiving nature. I have exposed brightly-lit nighttime station scenes at f5.6 for as long as two minutes without washing out the highlights.

When Ilford first released XP-1, the film was largely promoted for its ability to be exposed at various ISO ratings from 100 to 400 to 1600 and back again on the same roll and still yield equally printable negatives. This is *possible*, but not highly recommended. XP-1, like other color-chemistry films, is designed for a standard level of development. You clan push XP-1 to ISO 1600 for low-light situations, but even with extended development, the resulting negatives will become grainy and lose contrast and sharpness. Kodak Tri-X, T-MAX 400 and Ilford HP5 are much better suited for push processing.

As an ISO 400 film, XP-1 is excellent for all-around black & white purposes. It is the staple for everything I shoot. If you've stayed away from black & white photography because of all the lab work it involves, XP-1 may be your answer. Believe me, you'll get more material published in this and other magazines if you can submit 8x10 black & white glossies more often than slides. And from a properly-exposed image on XP-1 you can make the sharpest and most grain-free enlargements possible from a 35mm negative . . . enlargements you'll be proud to display in your own home. Next month, I'll explain how and where to get you XP-1 developed, and how to produce good prints in the darkroom. For the people who don't have darkrooms, I'll give some tips on custom printing services as well. Until then, set your ISO dials to 400, screw on that yellow or red filter, and shoot your way to some excellent black & white pictures.

Pacific RailNews

We've Won the West . . .

Find out why **Pacific RailNews** is still the fastest growing news/feature/photo magazine of the railWest. We cover all railroads west of Chicago. A most **Colorful** monthly!

PO BOX 6128 • GLENDALE CA 91205

☐ $27/1 year ☐ $49.00/2 years
(Outside USA add $4 per year)

Name _____
Street _____
City _____
State _____ Zip _____
[ ] Check enclosed
[ ] Charge to [ ] MasterCard [ ] Visa
Exp. Date _____
Card Number _____
Signature _____

RAILS 'N' SHAFTS

BOOKS

BOOKS

P.O. Box 300, Laury's Station, PA 18059
(215) 799-2530

Specializing in Books on Transportation and Industrial Subjects

America's Railroads: The Second Generation, *Ball* $35.95
American Railroad Passenger Car, *White* $27.95
American Shortline Railway Guide, *Lewis* $10.49
American Steam, *LeMassena* $19.95
B&O Steam Finale (Vol. 1) *Mellander, Kaplan* $25.95
Basic Steam Locomotive Maintenance $17.59
Beauty of Railroad Bridges, *Cook* ... $35.95
Bluebirds and Minutemen: Boston & Maine 1974-1984, *Nelligan* $21.59
Brooklyn Trolleys $15.95
By Rail to the Boardwalk, *Gladulich* . $38.49
Camas Prairie, *Riegger* $25.95
Chesapeake and Ohio: George Washington's Railroad, *Dorin (soft)* $19.25
Chessie's Road, *Turner, Dixon* $23.95
Chicago, Aurora and Elgin (Vol. 1): *Trackage, Placho* $25.59
Chicago's Passenger Trains, *Olmsted* $23.25
China by Rail, *Middleton* $15.95
Classic Power 6: PRR K-4, *Pennypacker, Staufer* $17.59
Classic Power 7: Van Sweringen Berkshires $15.95
Colorado and Southern: Personal Memory of the Standard Gauge, *Grenard* .. $10.49
Colorado Rail Annual #17 ..... $28.95
Corn Belt Route: Chicago Great Western, *Grant* $23.95

Monon: The Hoosier Line *by Gary and Stephen Dolzall.* An illustrated history of the Monon $31.95

A Time of Trains *by David Plowden* A collection of artistic railroad photography $35.95

Kansas City Southern: Route of the Southern Belle *by Terry Lynch and W. D. Caileff* A Kansas City Southern pictorial album, which includes a locomotive roster. $27.95

Dawn of the Diesel Age, *Kirkland* ... $23.95
Days of the North Shore, *Campbell* .. $30.49
Decade of the Trains, *Ball* $15.95
Diesel Locomotive Rosters (2nd Edition), *McDonald* ..... $ 7.99
Donner Pass: SP Sierra Crossing, *Signor* $38.49
Down Along the Old Bel Del, *Lee* $27.95
East Broad Top, *Rainey, Kyper* $29.95
Electric Locomotive Plan and Photo Book $19.95
Erie-Lackawanna Memories: The Final Years, *Cook* $28.95
Everywhere West, *Dorin* $15.95
Frisco Power, *Collias* $30.49
Grand Central Station, *Middleton* ... $18.49
Great Yellow Fleet, *White* $35.95
Green Machines, *Olmsted* $26.49
Guide to Chicago's Train Stations: Past and Present, *Bach, Wolfson* . $34.49
Historical Guide to North American Railroads, *Drury* $16.95
History of the B&O, *Stover* $23.95
Hommage to the Sante Fe, *Armitage* $15.95
I Remember Pennsy, *Wood* $19.25
Katy Power, *Collias, George* $33.59
Kite Route: Denver & Interurban, *Jones, Holley* $22.49
Lehigh and Hudson River (Vol. 1): The West End, *Krause, Crist* ..... $ 7.25
Lehigh and Hudson River (Vol. 2): The East End, *Krause, Crist* ..... $ 7.25
Lehigh Traction, *Rohrbeck, Flanagan* ..... $ 5.99

SPRING STORE HOURS

Sat, March 5 10-4
Sat, March 26 10-4
Sat, April 16 10-4
Sat, May 21 10-4

Complete selection of in-print books.
Extensive selection of out-of-print books, timetables, reports, etc.
Directions: 1/2 mile west of Rt. 145 at Hiway Restaurant on Church Street in Laurys Station.
Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

Lima: The History, *Hirsimaki* $30.95
Limiteds Along the Lakefront: IC in Chicago, *Linde* $19.95
Locomotives of the Seaboard System, *Carleton* $29.95
MR Cyclopedia (Vol. 1): Steam, *Westcott* $26.49
MR Cyclopedia (Vol. 2): Diesels, *Hayden* $17.59
Memories of Reading Company Power, *Carleton* $23.25
Midland Route, *McFarland* $35.95
Milwaukee Rails, *Olmsted* $24.95
Milwaukee Road East, *Dorin (soft)* ... $15.95
Milwaukee Road West, *Wood (soft)* .. $15.95
Milwaukee Road Narrow Gauge: Iowa's Slim Princess, *Tiggs, Jacobson* $23.95
Morristown and Erie, *Pennisi* ..... $ 7.25
N&W: Giant of Steam, *Jeffries* $31.95
Next Station Will Be (Vol. 9): Salamanca NY to Marion OH $13.99
Next Stop, Grand Central, *Fischler* .. $19.95
Norfolk & Western A & J Class Locomotives, *Warden* $10.49
Northern Pacific: Super Steam Era *Frey, Schrenk* $35.95
One Man's Locomotives, *Smith* $27.25
Passenger Train Annual 1987 ..... $12.95
Penn Central Power, *Yanosey* $35.95

Rio Grande: Ruler of the Rockies *by R. C. Farewell* An in-depth look in text and pictures at the modern Rio Grande ... $27.95

Time of the Trolley: Street Railway from Horsecar to Light Rail *by William D. Middleton* The first of three volumes expanding on his earlier effort $34.49

TO ORDER: For Postage and Handling, please add to the order total, $2.50 for one book, $3.50 for two books and $4.50 for three or more books. For foreign orders, please add $3.50 for the first book, $2.50 for each additional book for postage, and remit in US $. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment. Recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Please allow four weeks for delivery. Make checks and money orders payable to RAILS 'N' SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. Your satisfaction is guaranteed.

Pennsylvania Railroad: The 40s and 50s, *Ball* $35.95
Pennsylvania-Reading Seashore Lines, *Kramer* $11.25
Pittsburgh and Lake Erie, *McLean* ... $26.49
Railroad Caboose, *Knapke* $13.75
Railroads, *Ball* $29.95
Railroads in Lehigh River Valley, *Kulp* ..... $ 7.95
Railroads of Mexico (Vol. 1) *Franco* $31.25
Rails, *Ball* $19.95
Rails Around Gotham, *Carleton* $31.95
Rails in the Shadow of Mount Shasta, *Signor* $31.95
Reading's T-1: An Unusual Northern *Dirkes* $10.49
Red Arrow: The First Hundred Years, *DeGraw* $25.59
Remember the Rock, *Hastings* ..... $ 7.99
Route of the Erie Limited, *Dirkes, Krause* ..... $ 6.49
Route of the Warbonnets, *McMillan* . $22.49
San Diego's South Bay Interurban, *Forty* $11.95
Santa Fe Motive Power, *McMillan* ... $31.95
Second Diesel Spotters Guide, *Pinkepank* $12.95
Southern: A Motive Power Pictorial 1968-1982, *Withers, Sink* $26.49
Southern Pacific 1901-1985, *Hofsommer* $35.95
Southern Pacific Dieselization, *Garmany* $39.59
Southern Pacific of Mexico, *Signor, Kirchner* $31.95

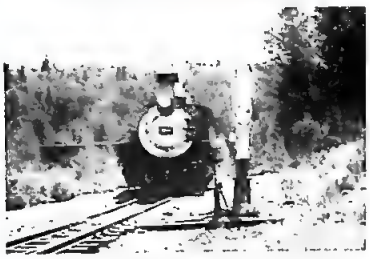
Southern Pacific in Oregon *by Ed Austin and Tom Dill* The illustrated history of SP lines in Oregon $37.95

Milwaukee Electrics *by Noel Holley* A Milwaukee portfolio, heavily oriented towards the electrification $39.95

Union Pacific: Birth of a Railroad 1862-1893 *by Maury Klein* The first of two volumes covering the history and development of one of America's foremost railroads $21.95

Southern Railway System: An Illustrated History, *Webb* $19.95
Speedway to Sunshine, *Bramson* ... $35.95
Spokane, Portland and Seattle, *Dorin (soft)* $15.95
Steam, Steel and Stars, *Link* $27.95
Susquehanna: From Shortlines to Stack Packs, *Karlewicz, Hartley* ... $19.25
Tehachapi, *Signor* $35.95
Traction Classics (Vol. 1), *Middleton* $32.95
Traction Classics (Vol. 2), *Middleton* $28.95
Traction Classics (Vol. 3), *Middleton* $31.25
Trails Begin Where Rails End, *Manchester* $28.95
Train Watcher's Guide to North American Railroads, *Drury* ..... $ 8.95
Two Feet to Tidewater: Wiscasset, Waterville, and Farmington Rwy, *Jones, Register* $27.95
Union Pacific Mainline West, *Botkin, Hand, Hill* ..... $ 9.59
Union Pacific Streamliners, *Ranks, Kratville* $38.95
Unique New York & Long Branch, *Wood, Gallo, Rosenbaum* $20.95
Wilkes-Barre and Eastern, *Fredericks* $13.99
Yellow Cars of Los Angeles, *Walker* . $31.95

Presenting . . .
A New Rail Documentary



Take an exciting look at the Rio Grande Narrow Gauge in the documentary film:

NARROW RAILS STILL SHINE

Examine today's Durango & Silverton and Cumbres & Toltec while enjoying oldtimers' recollections of life on the narrow gauge of years past.
". . . the program is a masterpiece . . . camera & editing is superb . . . sure is a beauty . . ."

1 HOUR
$39.95
VHS
BETA

Railway Productions
3627 N. Rockton #304
Rockford, IL 61103

RAPID TRANSIT BOOK
— 50 AVAILABLE —

"ILLUSTRATED TREASURY OF RAIL RAPID TRANSIT SYSTEMS AND CARS OF NORTH AMERICA"

- Hard Cover - 260 Pages -
- 32 Systems - Maps each System -
- Car Roster Each -
-Choicest Sharp Photos -
- History - Stats -

— $45.00 PPD. —

Also Available Sharp Car Photos
List: $2.00 — Specify City.

DeltaBooks
Box 377, Alburg, VT 05440

CINCINNATI INCLINES

These railways took streetcars and people up and down the hills.

73 photos, maps, history in 48 page book $5.95 (in Ohio add sales tax).

TROLLEY TALK 58 Euclid Avenue Wyoming, Ohio 45215

RAILFAN & RAILROAD . . .
Subscribe Today!

Transit Currents

Santa Clara County

Christmas was in the air on December 11, 1987, as trolleys began rolling beneath the wires of the Guadalupe Corridor serving the San Jose area of California. A large tent between the Santa Clara Convention Center and Marriott's Great America theme park was the headquarters for the inauguration celebration. Transit district supervisors Ron Diridon and Susanne Wilson released the ribbons of a gigantic holiday gift box and out rolled a train of light rail vehicles. As a gift of mobility to the community, car 801 led the first official run, beginning at the north end by the theme park. As the trolley headed south, ornamental lights were turned on at each of the twelve stations along the way.

What opened in December was a six-mile segment of the planned 20-mile system, serving the Silicon Valley job center in the north and the residential areas to the south. The problem with the present six-mile segment is that it now runs through a mostly industrial area and touches relatively few residential areas, which are south of downtown and will not be reached for several years. The next segment to be opened will carry the line south to the new 14-block, $39 million transit mall in downtown San Jose. Until the line is completed into the southern residential areas, however, it will probably not serve many riders.

To celebrate the opening of the initial "orientation service," there was a fare-free weekend on December 11-13, and thousands of riders packed the vehicles. There was much celebration along the line. From December 14 to January 4, the fare was 25¢ (with senior citizens and the disabled riding for a dime). The normal fare, which went into effect January 4, is 75¢ for adults and 50¢ for youth, with midday discounts of 25¢ between 9:30 and 2:30.

Cars for the new line are 50 88.6-foot articulated LRVs manufactured by Urban Transportation Development Corporation (UTDC) of Thunder Bay, Ontario. I was aboard one of the cars on display at the American Public Transit Association annual meeting at San Francisco in September 1987 and found them very attractive with one of the more pleasant interiors that I have seen in light rail equipment in recent years.

The power system is 750-volt d.c. with catenary or trolley wire, and the line is double track using 115-lb. "T" rail or 149-lb. girder rail on wood ties or concrete panels. Six-minute headways are possible, though ten-minute scheduling will be the norm. An unusual aspect of the line is that it is tri-lingual, with signs and announcements in English, Spanish and Vietnamese, reflecting the cultural diversity of the community.

The line has not been without major criticism (some of it from those who criticize everything and other from those more thoughtful). Part of the critical comment is related to the great increase in cost from the originally budgeted $371.9 million to an estimated cost of close to $500 million, while ridership projections were downgraded from 40,000 a day to 12,000. The final southern segment of the line is not scheduled to be completed until 1991, and even then neither the airport nor the CalTrain station will be served directly.

Problems or not, the system is now off and rolling, and we wish the Santa Clara County Transportation agency the best of luck. And as something for the fans to look forward to, when the downtown transit mall is opened on June 16, 1988, is is expected to feature six historic streetcars from San Jose, Sacramento, Santa Cruz, Melbourne (Australia) and Milan (Italy).

Thanks to Tom Savio, Tom McGarry and Kim Pedersen for the news coverage.

Boston opens new stations

Boston's Massachusetts Bay Transportation Authority is busy dedicating new stations. A wing of the Back Bay Station was

F.H. WORSFOLD

SANTA CLARA COUNTY opened the first six miles of the Guadalupe Corridor service in San Jose, Cal., with ceremonies at the north end of the line (right) on December 11, 1987. Car 801 rolled through a plywood door decorated like a Christmas present. The Santa Clara cars are 50 articulated units built by UTDC of Thunder Bay, Ontario. Car 807 is shown (above) testing in October 1987. The cars are white with a black window panel and dark blue and red stripes.

BY GEORGE M. SMERK

opens Guadalupe Corridor

dedicated to A. Phillip Randolph, distinguished labor leader and civil rights advocate. Mr. Randolph, who died in 1979, was the founder and first president of the Brotherhood of Sleeping Car Porters.

Over on the Red Line, at Kendall Station (which on my last visit there some years ago resembled a poorly upholstered sewer) has been completely modernized and enjoys longer platforms and new entrances. The 140-foot extensions of the platforms will accommodate the six-car trains which will go into operation on the Red Line in 1988. The original Kendall station dates from 1912. Other stations involved are Central, Park, Downtown Crossing, South Station, Broadway and Andrew on the Red Line. On the Orange Line, State, Downtown Crossing and Chinatown stations will soon be opening.

Also in MBTA-land, the Needham branch of the MBTA commuter rail system was reopened with service resuming Monday, October 19, 1987. Some new commuter rail coaches, the first 13 of 107, are to be used on the Needham branch service along with the first three of 26 new EMD diesel locomotives. Service on the Needham branch was temporarily discontinued from October 13, 1979, as part of the pain of relocating the Orange Line rapid transit line through the Southwest Corridor. The Needham branch restoration includes new track, signals, communication system, a new layover facility and complete rehabilitation of Needham Heights, Needham Center, Needham Junction, Hersey, West Roxbury, Highland, Bellevue and Roslindale Village stations.

The Urban Mass Transportation Administration has rejected the MBTA's proposal to build a streetcar line on Washington Street to Dudley Street. UMTA says that the $48 million cost is too high. The local residents are protesting the UMTA decision and insisting that the commonwealth come up with the money because they do not like the shuttle-bus service currently being offered.

Metrorail and the snow

The winter of 1987-88 came early to the Washington, D.C., area; November 11 saw eight to twelve inches of snow dumped on the nation's capital. Last year a heavy snow halted the Washington Metrorail system, but the first snow of this winter season was a different story. Amtrak service was disrupted and Washington National and Baltimore-Washington International airports were both closed, but the Metrorail system kept on running. This was so even though the Washington Metropolitan Area Transit Authority has not installed the majority of the snow removal equipment that it purchased since last winter's disasters.

Reacting to last winter's snowy debacle, the Metro board directed management to undertake a $28 million, three-year program to adapt the system to the possibility of heavy snow. Over $10 million was spent in 1987. The centerpiece of the fight against the white stuff is $7 million worth of electrical heating tape to keep the third rail warm enough to prevent it from icing over.

To show that it was doing well, during the November 11 snowstorm, the Metrorail system carried 270,000 riders, which is considerably more than the 205,000 trips that were recorded on the 1986 Veteran's Day.

Another major winter problem arose as the nation's capital was faced by vast numbers of homeless people who are a major human problem and a source of distress to a proud nation. Many of these people sought to use Metro's rail stations as shelter. This brought on a confrontation, and WMATA worked to maintain the dichotomy between subway station and home. The problem persists no matter what the short-run solutions; the homeless will be housed somewhere.

In other Metro news, Metrorail will prohibit parking for more than 24 hours at the Huntington, Vienna, Dunn Loring and West Falls Church stations. The suspicion is that the lots are being used by persons who wish to avoid the parking fees at National Airport.

Marion Zych sent the information.

Chicago: Dan Ryan and Howard

The Cubs may not win the pennant or the World Series within the next few years, but rapid transit service to Addison Station and the station itself will alter markedly as a part of changes in the Chicago Transit Authority's rapid transit service. Transit riders will soon be able to travel directly between the Dan Ryan Line's 95th Street terminal on the south side and the north side terminal at Howard Street by way of the State Street subway. This will increase operating efficiency since traffic has fallen off on the south side's Englewood and Jackson Park branches, which are now linked through the subway to the busy northside line to Howard Street.

As part of the project, storage capacity at the 98th Street yard will be boosted from 116 to 198 cars. The yard will be extended southward in the median of the Dan Ryan, which is Interstate 94. The elevated subway connector, now under construction, will link the Dan

TOM SAVIO

VIDEO

NEW!

FROM
HERRON RAIL SERVICES

THE GLORY MACHINES

VOL. II®

American Railroads in Transition, 1944-1962

26 RAILROADS
263 RUNBYS
72 Mins. • 98% Color
NARRATED MUSIC
SOUND EFFECTS
RARE Vintage Footage

$69.95
POSTPAID IN U.S.
READY FOR SHIPMENT

STILL AVAILABLE

THE GLORY MACHINES®
A DOCUMENTARY
OF AMERICAN RAILROADING
1928-1952

31 Railroads • 237 Runbys
64 Minutes • 95% Color
VERY **RARE** FOOTAGE
"Five Stars" — Great By Any Standard — Railfan & R.R.
"Everything A Railfan Tape Should Have" — Model Railroader

$69.95
SPECIFY VHS or BETA II

VISA CHECK MONEY ORDER MasterCard

HERRON
RAIL SERVICES
2016 N. VILLAGE AVE.
TAMPA, FL 33612

MYSTIC VALLEY RAILWAY SOCIETY

For information send LSSAE to
MYSTIC VALLEY RAILWAY SOCIETY
P.O. BOX 486
MYDE PARK, MA
02136-0486
Call (617) 361-4445
24 hours a day

MEMBERSHIP EXPRESS
JOIN US
Annual membership fee includes full-color New England railroad calendar and quarterly newspaper.

MVRS MVRS

RAIL TOURS OF DISTINCTION

New From Carstens

LEHIGH & HUDSON RIVER VOLUME 1 (THE WEST END) by Ed Crist and John Krause, the prosperous "bridge route" in steam and diesel covered from Allentown to Northern New Jersey. C-55 48pp softcover $8.95

THE ROUTE OF THE ERIE LIMITED by Rod Dirkes and John Krause, a handsome pictorial of the passenger trains of the Erie Rail road in the steam to diesel transition era. C-57 48 p.p. soft cover $7.95

LONG ISLAND RAIL ROAD, By Frederick A. Kramer with photos by John Krause, reprint by popular demand. C-34 96 p.p. soft cover $14.95

Available Again

Order from: CARSTENS BOOKS, Dept. 4671 P.O. Box 700, Newton, NJ 07860

CAMELBACK CLASSIC

Black & white 16" x 20" shot of 4-6-0 taken at Communipaw in October 1935. Printed on 100 lb. stock, suitable for framing. Ideal for den or office. Makes a unique gift of Americana! First in a series of 4 prestige posters. $9.95 each, ppd. Watch for new releases. Matted, framed in aluminum/glass, 20" x 24": $49.95 each, ppd. Money Back Guarantee. Send Check or Money Order to:

VINTAGE VIEWS Dept. 1-C,
18 Englewood Lane, Warwick, RI 02888
Dealer Inquiries Invited

Transit Currents

Ryan elevated structure near Archer Avenue and LaSalle Street to the State Street subway at 13th Street. The current elevated right-of-way from Archer/LaSalle to the southeast corner of the elevated Loop will be changed to receive trains to the Loop from Midway Airport when the southwest transit extension is completed.

The 80-year-old Addison Station in Wrigleyville is immediately adjacent to Wrigley Field. A new station with modern fare collection equipment will be constructed. Elevators and escalators will lead to a center platform for the local trains that stop at Addison.

At Howard Street, the capacity of the yard will be upped from 150 to 262 rail cars. A modern terminal maintenance facility will be built on the north end of the yard with all car storage and maintenance located at one level. There will be a grade separation leading to the Evanston and Skokie Swift lines; this will simplify train movements and will expedite traffic and make it safer.

Under the new operating pattern that will be in effect within a few years, the 22-mile-long Howard/Dan Ryan Line is expected to move about 164,000 persons a day. The Lake/Englewood/Jackson Park route will be tied in with the Lake Street line via the Lake Street and Wabash Avenue portions of the Loop elevated structure. The Evanston Express, Southwest Extension and Ravenswood trains will circle the Loop. The 27-mile-long O'Hare/Congress/Douglas route will continue to operate in the Dearborn subway. Many thanks to John Thompson for sending the information.

Chicago commuter railroads

Over a period of at least two years from early 1988 through 1989, the Dan Ryan Expressway in Chicago will be partially closed down for reconstruction. The Dan Ryan projects south from the central business district and is graced for much of the distance by the CTA's Dan Ryan rapid transit line in the median strip. Because it is currently 14 lanes wide at some points and often bumper-to-bumper with automobile traffic, closing even one lane of this road can produce major traffic jams.

In order to met the potentially enormous traffic problems, Metra, the commuter rail division of Chicago's Regional Transportation Authority, intends to add service. Metra/Electric, the former-Illinois Central commuter lines, will tear down an old bowling alley and skating rink at 147th Street and Sibley Boulevard to add 700 parking places to the existing lot. Additional rail service will be offered by Metra/Electric. Over on the Metra Rock Island line, additional parking will be added at the Tinley Park Station, at the 103rd Street/Washington Heights Station on the main line, and at all the stations between 101st and 123rd Streets on the Beverly Branch. More cars will be added to existing Rock Island trains.

Additional parking is going to be added at the Hegewisch Station to serve South Shore customers coming in from that southeast Chicago community. Metra also is attempting to arrange with the Northern Indiana Commuter Transportation District for an additional rush-hour train between Hegewisch and downtown Chicago. For its part, NICTD is trying to find some additional rolling stock to provide more service during the Dan Ryan reconstruction for its customers from Indiana as well as Illinois.

Elsewhere in Chicagoland, the Chicago & North Western Railroad has filed notice that it may abandon its Crystal Lake-McHenry line, a low density passenger line no longer used for freight service.

Arden expands

The small (in trackage) but excellent museum at Arden, Pennsylvania (close to Washington, Pa.), is the operating arm of the Pennsylvania Railway Museum Association (P.O. Box 832, Pittsburgh, PA 15230). I visited there in June 1986 and was enormously impressed by the fine collection of cars, the diligent restoration work and serious efforts at expansion.

On the latter score there is much joy at Arden these days because the track extension that had long been hoped for finally took place on the evening of August 15, 1987. Car 5326, piloted by Larry Lovejoy, made the official trip around the bend out of sight of the headquarters of the museum and disappeared into the woods along the Arden Valley. Museum members are now installing 300 good used ties from an erstwhile B&O branch and scouting for rail for further expansion of the operating line.

Among the top attractions for me is Philadelphia Suburban Transportation Company center-door car No. 66. There are other delights from Red Arrow, from Pittsburgh Railways and Shaker Heights. The recent discovery of the body of an old Harmony Route car promises an even more spectacular exhibition and operation in the future. Congratulations to the folks at Arden!

Flashes

After a little more than three months of operation, the **DETROIT PEOPLEMOVER** is averaging about 10,000 riders a day. This is below the 16,500-a-day figure that was projected, but 23,813 riders enjoyed the service on Saturday, September 5, over the Labor Day weekend, and cold weather is expected to encourage more Peoplemover riding. As at the other UDTC installations of a similar nature in Vancouver and Toronto, noise has been a problem. Rail grinding and replacement of the car wheels will be undertaken in Detroit to provide some relief. Thanks to John Barrett and Ken Borg for the news.

PORT AUTHORITY TRANS-HUDSON Corporation will spend $33 million to rehabilitate the Hackensack River bridge, a major link in the PATH rail system between New-

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

ark and Jersey City's Journal Square. There also will be rehabilitation work done on the masonry and concrete on the viaducts leading to the bridge. The bridge itself will have its bearings replaced, the automatic lubrication system renewed, and the auxiliary counterweight ropes refurbished.

The ground-breaking on November 4, 1987, for the new maintenance shop and storage yard for **PATH** was a long-awaited day. The new facility in Harrison, New Jersey, is a major element in the capital improvement program in which PATH is involved. There will be eleven tracks for inspection or repair, and up to 48 cars at a time can be handled. In the existing and highly antiquated Henderson Street shop, only 24 cars at a time can be serviced. Storage yards at Harrison will have a capacity of 178 cars, while the limit at Henderson Street is 59 cars.

In the **"GET-IT-RIGHT"** department, Roy Nelson observes that the San Francisco *Examiner* ran a story about the trolley accident in Pittsburgh reported in these pages recently. The headline of the story says "Runaway Streetcar Injures 34 in Philadelphia."

John Barrett tells us that the noise level is so high along **VANCOUVER'S SKY TRAIN** system route in British Columbia that some people are stuck with property they claim is unsuitable for residential use. B.C. Premier William Vander Zalm is opposed to compensating the people living along Vancouver's new advanced light transit system. B.C. Ombudsman Stephen Owen recommended that the government expropriate the property. No doubt about it, folks, the ALRT seems to be a noisy son-of-a-gun. How many readers have happy memories of the hushed tones of the PCC car?

Electric traction may be playing a lesser role in **EDMONTON**, Alberta. Christopher J. Piggott writes that Edmonton has sold its 37 Flyer trolley buses to Mexico City. These have been stored since the introduction of a hundred Brown Boveri trolley buses early in this decade. Mr. Piggott feels all trolley bus operations may be phased out in the next few years, leaving just diesel buses and the LRT line.

Another elevated train wreck on the Loop structure in downtown **CHICAGO** at the corner of Lake and Wabash took place in November 1987. This is the same site at which the worst accident in CTA history occurred on February 4, 1977, when eleven people were killed and 183 injured. This time there were only 25 injured people and no fatalities when an eight-car, Lake/Dan Ryan "L" train rear-ended a six-car Ravenswood train. The cause is under investigation.

South along the elevated line there were more problems. It looked a little silly hanging off the stub end of the Jackson Park "L" line at University, but one truck of a graffiti-coated CTA car dangled in the air over 63rd Street. For some reason the train ran through the buffers at the end of the line. The problem occurred on November 8, 1987. John Woodlock sent the clippings.

The increasing interest by **MARYLAND** officials in a light rail between Baltimore and Annapolis is reported by David Thompson and Marion Zych, Jr. The line of the Baltimore & Annapolis would be used.

Combos count as 1 item.

35% OFF FOR 7 OR MORE

30% OFF for 6, 25% OFF for 5, 20% OFF for 4, 10% OFF for 3 - GOOD UNTIL JUNE 1!

Many collectors wait for a sale to bring their Sunday River library up to date. Now we've made it even easier: this year's discount has been raised another 5% right across the board. You can even include our spectacular combos, such as 1218 "The Big 'A'" plus 2121 "Norfolk and Western Articulateds" plus 600 "Powhatan Plus": list price $95.00 for only $61.75 when combined with six other items. All combos count as a single item. We've had to limit this year's sale to just one month, so act quickly! Our 100% money back guarantee applies even to sale purchases. If you're not more than satisfied with any item - in fact, if it isn't better than any other tape you have on the same subject - just send it back for full refund, but tell us why so we can try harder next time.

2124	Rambling On The Reading	60 min	79.95	69.95	39.95
2102	The Complete 2102	60			39.95
2101	Stompin' On Sand Patch	17			19.95
1218	The Big 'A'	60	95.00	69.95	39.95
2100	Norfolk & Western Articulateds	60			39.95
600	Powhatan Plus	40			29.95
B&O	Baltimore & Ohio Steam	80			49.95
6060	Steel In The Sky	28			29.95
86	Expo Parade	28			29.95
8444A	Blizzards, Freights and Streamliners	49	79.95	49.95	39.95
8444B	In The Beginning ...	23			29.95
8444O	8444 Across Oregon	46			39.95
3985	The Complete 3985	43			29.95
2860&2839	Royalty Across The Rockies	33			29.95
614A&B	Thunder In The Alleghennies I & II	48		49.95	29.95
614C&D	Thunder On Cranberry	31			29.95
765A	Autumn In The Great Gorge	41		49.95	29.95
750+759+765	Forty Years Of Nickel Plate Berkshires	37			29.95
SP	Southern Pacific Steam Since 1890	34			29.95
GS-4 & 6	As It Used To Be + Daylight Colors	29			29.95
4449LA	Daylight On Tehachapi	32			29.95
X49E	Extra 4449 West (Miami to Portland)	38			29.95
4449A-E	On The Freedom Trail	41			29.95
1246	The Last Ride To Rutland	27			29.95
GMA+25NC	Steam In South Africa	20			29.95
NYC	Niagaras and Mohawks	18			19.95
WOW	Favorites On Freight (765,8444,4449,3985)	45			29.95
QJ	Steam In China	23			29.95
3	Gears In The Woods	28			29.95
610B	Doubleheading On The N&W	10			19.95
2716	Storming Braswell Mtn.	14			19.95
V & T	Virginia & Truckee: The Final Years	20			29.95
	NARROW GAUGE				
24	Sandy River & Bridgton & Harrison	33			29.95
461	The Complete Silverton	31			29.95
460+OY	Narrow Gauge In Winter + Rotaries	23			29.95
484	The Complete Cumbres	31			29.95
NGP	Narrow Gauge In Portugal	13			19.95
	STREAMLINERS				
2	The Canadian	44			39.95
RZ	The Rio Grande Zephyr	30			29.95
104	Cities of L.A., Portland, Super Chief, North Coast Limited (silent)	38			29.95
9900	The Pioneer Zephyr (Black & White-Silent)	23			29.95
	ELECTRICS				
CA&E	The Chicago, Aurora & Elgin	30		39.95	29.95
SSL	South Shore Memories	32			29.95
GG-1	Under The Heat (silent)	10			19.95
E-34	Little Joes & Boxcabs (silent)	10			19.95

CALL NOW TOLL FREE 24 HOURS A DAY
Credit Card and COD Orders.

MasterCard VISA

MASS. RES. ADD 5% SALES TAX

Specify VHS or Beta II

800-334-0854 Op. 423

We ship postage free in the U.S. UPS $2.50 extra. Add $2.50 per tape for Canadian Postage

Sunday River Productions
P.O. Box 565 Concord, Mass 01742

NdeM The railroads of Mexico are presently reorganizing. A new Director General was appointed to the railroads in 1986, and among the changes being made, Mexico's four regional railroads (FCP, CHP, FUS and SBC) are all being consolidated into the National Railways of Mexico (NdeM). While this will eliminate the individual railroad identities, so far each railroad is still being run as if it were separate. Meanwhile, NdeM has adopted two new paint schemes (see page 2) with the blue scheme being designated as "passenger" colors and a modified version of the old NdeM scheme being called the "freight." Locomotives are being painted at rapid rate, but seemingly at random. Freight engines are wearing passenger colors and vice versa. Most of the passenger cars are also getting the blue. In January 1988 there were reports that ex-D&H PA 19 has been moved into Empalme Shop for overhaul.

CONNECTICUT CENTRAL This less-than-a-year-old short line, which has been operating 17 miles of former New Haven trackage around Middletown, Conn., (October '87 R&R, page 34) has leased former Genesee & Wyoming Alco S4 No.35 as its second locomotive. The Connecticut Central has been using former Moxahala Valley SW1200 33 (nee-PRR 7914), repainted dark blue with "buff" lettering and renumbered CCCL 12. The Alco arrived on the property in late December 1987 and does need some minor repairs. Plans are to fix it quickly and paint it as time permits. Traffic has improved greatly since operations began last May, and trains run at least five days per week, departing Middletown in the morning.

LUXURY SERVICE Passenger railroading is a tough business, even when you have a known market and plenty of money. The Roaring Fork Railroad, which received considerable support for a plan to operate luxury trains between Denver's airport and the ski resorts at Aspen, has seemingly run out of options. Even with a fleet of 43 passenger cars assembled, it appears that the project is going on indefinite hold.

In an effort to develop business while their airport-Aspen plan was working its way through the political and railroad mire, the Roaring Fork inaugurated a season of "Luxury Rail Service" from Denver to Aspen on December 26, 1987, with parlor car 3363, *Silver Queen* (a former M&StL and RI coach), on the rear of Amtrak's *California Zephyr*. With cars added to the CZ, they were offering first class service to Aspen and Snowmass from both Denver and Salt Lake City using the stop at Glenwood Springs for bus connections.

The CZ, however, is a difficult train on which to schedule extra equipment moves. Amtrak has no spare power in the area, and the normal train is so heavy that any additional cars require a D&RGW helper engine—for which the car operator must pay. To complicate matters, Amtrak is increasing its postal capacities and adding express cars to the CZ, taking up what little slack they did have in handling private cars. As a result, Roaring Fork is terminating its operation on the weekend of February 27.

With this new development, Roaring Fork management is going to "regroup" until a workable arrangement can be made with the D&RGW to run luxury service. Original plans included a $2.5 million station to be built at Aspen, and Roaring Fork principles have requested the Pitkin County Board of Commissioners to put the project on hold.

Roaring Fork subsidiary Denver Railcar Company will continue to restore the vintage stainless steel cars and aggressively seek long term leasing to other operators (to date, they have four cars refurbished to luxury service standards). DRC will also continue to do contract restoration work for others. One of its biggest customers has been the D&RGW, as all 17 of the Ski Train *Tempo* cars were refurbished there.

THE WILLAMETTE VALLEY RAILROAD Dazzling *Daylight* colors have returned to the rails in the state of Oregon. The Willamette Valley Railroad, which operates two short line segments southwest of Portland, has repainted one of its two SW1200s into an SP *Daylight*-inspired livery that is authentic in both concept and detail (see page 2). The WVRD 201 is former-SP 2273 (b/n 30240, 5/65); it was purchased soon after the railroad was organized in 1984. A second SW1200, former-SP 2274 (b/n 30241, 5/65), was purchased in July 1987 and will be painted similarly in the future. The Willamette Valley also rosters former-SP chop-nosed GP9 2890 and former Longview, Portland & Northern Alco S2 110. Both see occasional use.

The Willamette Valley, headquartered in Independence, Ore., presently operates two unconnected divisions. The Mountain Fir Division, 66 miles south of Portland on SP's McMinnville-Corvallis branch, is a 1.8-mile spur connecting with the SP at Independence. This line was the Independence terminal trackage of the former Valley & Siletz Railroad, built in 1918 and purchased by the Willamette Valley in December 1984.

The Fort Hill Division, 19 miles further north, is a five-mile line between Fort Hill and the SP at Willamina. The former Willamina & Grande Ronde, this line was built around 1920 by the Polk Operating Company, a division of the Miami Corporation. Polk had formed the Willamina & Grande Ronde as its common carrier entity. Years later, Miami Corporation was purchased by the Long Bell Lumber Company, which was eventually taken over by International Paper (which also owned the Longview, Portland & Northern). Since International Paper was already in the railroad business, it operated the W&GR as a division of the LP&N. In 1980 it was sold and became the Willamina & Grande Ronde again. The Willamette Valley Railroad (formed in 1984) merged with the W&GR on March 10, 1986. This new company is owned by D.P Root, M.R. Root and G.P. Lavacot (the latter is a member of the 4449 engine crew, a man well versed in orange and red paint) and hauls outbound dimensional lumber.

The Willamette Valley operates three days a week, usually Monday, Wednesday and Friday and does not use a caboose. A mid-day crew normally works the Mountain Fir Division, presently home of the 201, departing from the shops at Independence. A late afternoon crew works the Fort Hill line, usually with the Geep or the other SW1200, departing from Willamina. The radio frequencies are 160.530, 160.560 and 161.070 MHz.

WYOMING & COLORADO Wyoming's newest short line is sure to be popular with railfans, as it is running an A-B-A set of former Alaska Railroad F-units (page 67) on two unconnected former-UP branches (see March '88 R&R, page 26) totaling 166 miles. The startup went smoothly, thanks to close cooperation between the UP and its new neighbor. The UP's last run on Coalmont branch was on November 30, 1987, with GP30s 824 and 804 in charge (those may be rarer than the F-units someday). The cabs celebrated their first revenue run on December 19, 1987, with a long train of coal and wood chip empties. The Wyoming & Colorado is very service oriented: "When a customer calls and needs a switch, we run out and switch them."

The 92-mile Coalmont Branch (Laramie, Wyo., to Walden, Colo.) is presently operated on an as-needed basis, although a crew is on duty each weekday for yard work at Laramie. The 24-mile Encampment Branch (Wolcott to Saratoga, Wyo., 96 miles west of Laramie) is normally operated Monday, Wednesday and Friday. WYCO presently leases four locomotives: Mountain Diesel ex-Alaska R.R. FP7As 1510/1512 and F7B 1511 and Great Western SW7 140 (ex-BN 140, nee-GN 168). The F-units can be found on either line at any time, and the SW7 is generally at Laramie. The railroad is hospitable toward photographers but insists that everyone "check in" at Laramie before going on railroad property.

ANOTHER COLLISION Just a year after the horrible January 4, 1987, Amtrak-Conrail collision at Gunpow Interlocking in Chase, Maryland, both Amtrak and Conrail had wrecks involving disturbingly similar circumstances. The Chase wreck was caused when Conrail diesels ran a signal and got out in front of a 120-m.p.h. Amtrak train. The NTSB findings, which should be released very soon, will reportedly indicate that the Conrail crew was under the influence of marijuana.

Although no passenger train was involved, Conrail had a fatal collision at Thompsontown, Pa., between two freights on January 14, 1988, in which one train ran through an interlocking plant into the path of an opposing train. Around 8:00 p.m., a 108-car loaded coal train, eastbound on the former-PRR Middle Division west of Harrisburg, collided head-on with a 68-car westbound piggyback train TV-61, killing four crew members and destroying five locomotives. The TV train was traveling west at 30 m.p.h. on Track 1 and was to cross

STEVE TURKENKOPF

ANOTHER COLLISION on the Northeast Corridor at Chester, Pa., on January 28, 1988, put AEM7 904 (the second of two units) on its side after hitting a ballast regulator. Lead unit 941 rolled down the embankment; its coupler is can be seen still tight-locked to the 904. There were 35 injuries.

JOHN D. WARREN

CONNECTICUT CENTRAL is leasing former-G&W Alco S4 No.35 to join SW1200 No.12, shown at Middletown, Conn., on December 31, 1987.

DAVID A. PHILLIPS

LUXURY SERVICE to Aspen from Denver was inaugurated on December 26, 1987, by the Roaring Fork Railroad with parlor car *Silver Queen* added to Amtrak's *California Zephyr*, shown here at Tabernash, Colo. The service lasted only through February 1988, however.

DAVID A. STICKLEY

WYOMING & COLORADO crews were qualifying on UP's last run of the Coalmont Branch on November 30, 1987, shown here at Fox Park, Wyo. The W&C now operates the branch and has replaced GP30s 829/804 with A-B-A F-units.

over to Track 2 to meet the coal train; as it neared the crossovers at Thompson, it got a restrictive cab signal, indicating that the coal train had apparently fouled Track 1. The TV train set its brakes and was beginning to slow when it was hit head-on by the coal train, which was still doing 41 m.p.h. and had apparently made no brake application. The engineer and brakeman in the lead units of each train were killed, while the conductors, riding trailing units survived. Although circumstantial evidence puts the blame on the coal train for running a signal, a thorough examination of the wreck scene could not immediately rule out a "clear failure" at the interlocking signal. At this time there is no hard evidence that either engineer did anything wrong.

Five locomotives, 30 hoppers and five trailvans left the track. Service was restored to the line in a remarkable 15½ hours. The westbound *Broadway Limited* was detoured from Harrisburg to Hagerstown and west on the B&O to Cumberland and Pittsburgh. Its

eastbound counterpart was already east of Pittsburgh at the time of the wreck and was terminated at Altoona. Passengers were bussed to points east.

Two weeks later, on January 28, Amtrak's northbound No.66, the *Night Owl* out of Washington, D.C., was routed into a ballast regulator sitting on Track 2 of the Northeast Corridor at Chester, Pa., 15 miles south of Philadelphia. Track 2 was out of service for maintenance, and No. 66 was to have crossed over onto Track 1, but the switch was not lined and he had a proper signal. He was accelerating back up to 90 m.p.h. when he saw the ballast regulator on the track in front of him. The impact rolled both AEM7s (941 and 904) on their side and derailed the ten-car train; there were 35 injuries but no fatalities. News reports stated the operator at Hook Tower reported Train 66 "up No.2;" and after realizing what happened, he then left the tower and vanished for two days. His attorney then contacted Amtrak and made him available for questioning. With that delay, however, no drug or alcohol tests would have been valid.

The ballast regulator was apparently not heavy enough to register on the signal circuits as an occupied track. It was protected on Track 2 by a train order and a "Positive Blocking Device" on the tower interlocking machine. The operator will have some serious questions to answer.

The lead AEM7 941 rolled down an embankment, while the 904 and two baggage cars wound up on their sides. The eight tightlock coupler equipped Amcoaches were staggered but upright. The engineer on the AEM7 luckily suffered only a broken leg. The two man crew on the ballast regulator saw the oncoming train and were able to jump clear.

THE 50TH ANNIVERSARY On January 15, 1988, the Harrisburg Chapter NRHS arranged to have an Amtrak AEM7 posed next to GG1 4859 at the Harrisburg station to commemorate the 50th anniversary of the Pennsylvania Railroad's electrification reaching their city. AEM7 927 was borrowed from Philly-Harrisburg Train 603 for the ceremony. GG1 4859 has been on display at Harrisburg since the November 15, 1986, dedication. On January 15, 1938, GG1 4859 pulled the first electrified train, the *The Metropolitan*, into Harrisburg.

While there has been talk about doing away with the wire into Harrisburg, there is still considerable m.u. and AEM7-hauled local passenger service between Philly and Harrisburg. The *Broadway* and *Pennsylvanian*, however, are dieselized through to Philadelphia.

B&LE 2-10-4 643 Glenn Campbell's ex-Bessemer & Lake Erie 2-10-4 was fired up for the first time in 36 years and tested under steam on December 20, 1987, at the B&O Glenwood Shops near Pittsburgh. After being sold to Campbell (a Pittsburgh businessman, not the country singer from Arkansas) in 1983, the engine was removed from long-term storage in the B&LE's Greenville, Pa., roundhouse where it had been "pending display or disposition." Work was begun on the huge Texas-type at the Union Railroad shop in Hall, Pa. Although retired in 1951 after only seven years of service and stored indoors, the 643 was missing both of its pistons, which was a major stumbling block facing any restoration. The steam-up went as planned with no surprises. The work should be completed in April 1988. Recently joining the team working on the 643 is Gary Bensman of Ft. Wayne, Ind., who has had extensive experience with NKP 2-8-4 765 and other locomotives. While excursion operations are anticipated, there have been no firm plans or routes announced.

CANADIAN-BUILT Electro-Motive's General Manager Clifford J. Vaughan, announced in mid-January 1988 that production of EMD locomotives will be moved to the General Motors Diesel Division plant in London, Ontario, by 1991. This will eliminate 2,000 of the 4,270 jobs presently at La Grange, Illinois, which will continue to manufacture the diesel engines. The move is necessitated by a depressed locomotive market and the cost advantages of the smaller Canadian facility. Canada's labor rates are about $7.00 an hour less than comparable U.S. jobs, and Canada also has lower medical and pension benefit costs and beneficial exchange rates. Labor is only a small part of the cost of building a locomotive, and EMD says that moving into a plant that is one-fourth the size of the 4 million square-foot La Grange factory is the major cost-saving factor.

General Manager Vaughan also acknowledged that GE has taken over the lead in market share saying, "We just didn't react quickly enough to GE's aggressive plant modernization efforts." Vaughan, 53, has been EMD's general manager since October 1987 after spending 35 years with GM in the automotive business. He is also a General Motors vice-president.

Tangible evidence of the change is the final assembly of 20 GP60s for Southern Pacific (9600-9619) presently under way at London. The first pair, 9600-9601, had left Ontario for the Espee on the morning of January 21, 1988, on Chicago-bound CP/Soo train 500. In a novel arrangement, the SP units are being set up for service at La Grange and "worked" to the SP. This order is being built with parts from La Grange and other U.S. sub-contractors. Only the traction motors will be made at London. The UP has ordered 30 SD60s for delivery by March 1988.

WISCONSIN CENTRAL The largest of the new regional carriers is working steadily to improve its appearance. In early January 1988, National Railway Leasing of Chicago outshopped in full WC dress the first of over 40 ex-BN SD45s. The WC 6677 (page 67) was former BN 6677, originally Frisco 929.

WC is also decided on paint schemes for its rolling stock. The boxcars will wear maroon and cream similar to the locomotives. Covered hoppers are to be gray with black lettering, while open-top hoppers and gondolas will be black with white lettering. The railroad's latest equipment acquisitions include the purchase of 130 boxcars.

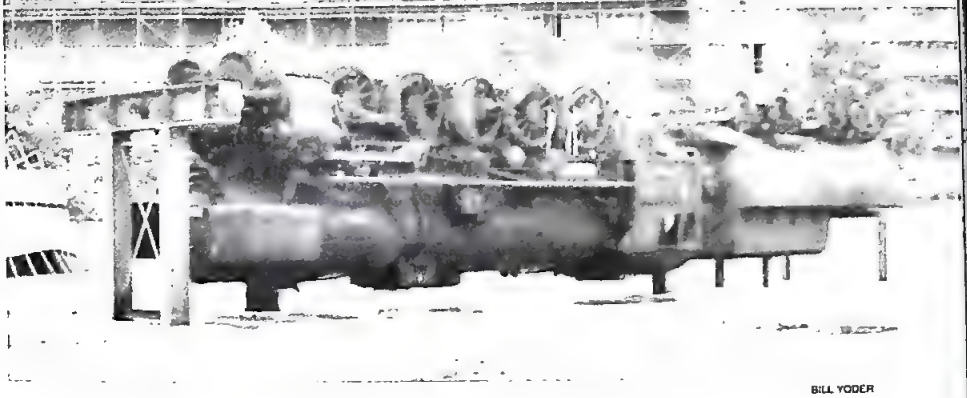
DAS OOPSLOK For you who are wondering about the top photo on the next page, we'll let the photographer explain it.

"The enclosed photo was taken at an 'op art' exhibition on the site of the long-demolished Anhalter Bahnhof train station in West Berlin, Germany, on August 14, 1987. This 'sculptural happening' is entitled *La Tortuga* and is intended to portray the helplessness of an inverted turtle. It was originally planned for the driving wheels to revolve helplessly with recorded sounds of love, war and train travel broadcast from within the locomotive. Apparently, funds and interest lagged. Though the 50-class East German Decapod is no rarity, the local railroad enthusiasts raised a ruckus about the possibility of damage during the overturning. As a result, it was turned end-over-end by cranes and is mounted on steel beams. Title to the locomotive is to be transferred to a West Berlin museum in the near future"—BILL YODER.

READING 4-8-4 2100 Steam locomotive expert Bill Benson has nearly completed restoration of Reading T1 2100. The Reading's prototype 4-8-4 successfully underwent a stationary steam test on October 10, 1987, and is "essentially a new engine." All that now needs to be done is reassembly and a final paint job, which should be complete by mid-April. The 2100 was used on the Reading's Iron Horse Rambles of the early 1960s, and after rusting away for years in Striegel's scrap yard in Baltimore was sold as a "parts engine" for the *Freedom Train* 2101 in 1975. It has only recently been considered a candidate for serious restoration, although it reportedly "had the best boiler" of any of the surviving T1s. The 2100 is owned by Bill Benson, Ross Rowland and Richard Kughn (a Detroit real estate developer and owner of Lionel).

The future of the former-Western Maryland roundhouse in Hagerstown, Md., (where the 2100 is being overhauled and C&O 4-8-4 614 is being stored) is still unresolved. CSX wants to sell the property and buildings, and at the present time the steam locomotives have to be out of the roundhouse by June 1988. Plans are to take the two Northerns to the Chicago or Detroit area, where excursions are likely to be run, though many details remain to be worked out.

THE SEMINOLE GULF RAILWAY On November 14, 1987, the Bay Colony Railroad of Massachusetts completed the purchase of two marginally profitable branch lines from CSX in southwestern Florida. The operation, known as the Seminole Gulf Railway, is headquartered in Ft. Myers, Florida. Bay Colony principals Gordon Fay and George Bartholomew formed the SGLR to purchase 77 miles of former Atlantic Coast Line trackage from the CSX interchange in

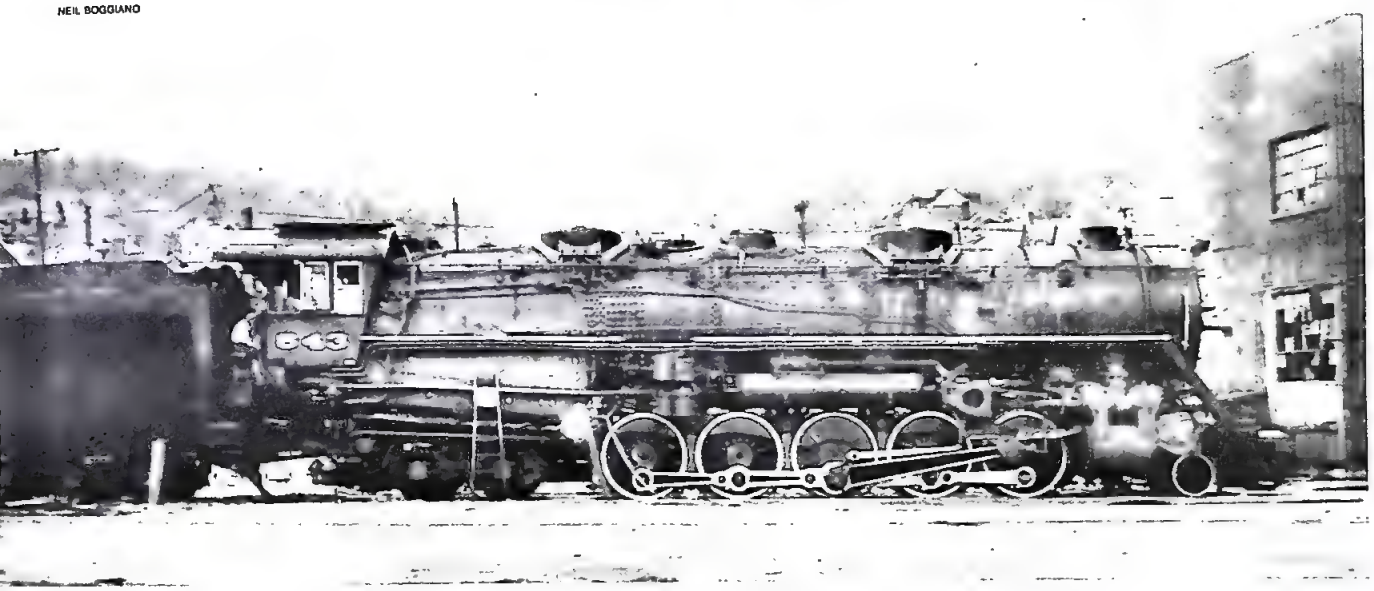


BILL YODER

DAS OOPSLOK. *Das Dampflok is Oberste zuntersl!* This East German 50-Class 2-10-0 in West Berlin's former Anhalter Bahnhof station is part of an op-art exhibition. A "sculptural happening" entitled "La Tortuga," it represents the helplessness of an overturned turtle (please don't ask *why* one would wish to represent an overturned turtle). As initially envisioned, the wheels were to revolve haplessly as the sounds of "love, war and trains" were to eminate from within the hulk. Art? *Ya.*

And you thought *railfans* were weird.

NEIL BOGGIANO



B&LE 2-10-4 643 underwent a successful test steaming outside the B&O's Glenwood Shop near Pittsburgh on December 20, 1987. This was the 643's first time under steam since retirement by B&LE in 1951.

FREDERIC H. ABENDSCHEIN

THE 50TH ANNIVERSARY of electrified service into Harrisburg, Pa., was celebrated with AEM7 927 alongside permanently displayed GG1 4859.

JIM BOYD

READING 4-8-4 2100 is nearing completion under the supervision of Bill Benson of its overhaul at the WM Hagerstown, Md., roundhouse.

Arcadia south to Vanderbilt Beach near Naples, plus 30 miles of former Seabord Air Line trackage from Venice to Bradenton, for $2 million. The initial locomotive roster consists of seven ex-C&O GP9s, one of which has been repainted in the Bay Colony gray, yellow and orange livery. A second is in solid dark blue stenciled SEMINOLE GULF, and the remainder are at least for now in varying versions of Chessie cat litter.

Three jobs run out of Ft. Myers each weekday. The turn to Arcadia goes to work about 5:00 a.m., meeting the CSX before noon and returning to Ft. Myers in the early afternoon. A switcher works the Ft. Myers industrial area all day. A second road job runs south at 3:00 p.m. to work the Florida Rock Industries plant at South Ft. Myers, continuing south to Vanderbilt Beach and arriving back at Ft. Myers around 9:00 p.m. Seminole Gulf expects its carloadings, which stood at 13,000 in 1987, will rise by 50% in the next three years. Planned improvements to the property include track rehabilitation, repairs to the wooden approaches to the Caloosahatchee River bridge and construction of a car and locomotive shop in Ft. Myers. Considering southwest Florida's booming economy, the new Seminole Gulf seems to be facing an encouraging future—WALT LANKENAU.

GP40 2020 was the perfect vision of a Milwaukee Road unit as it rolled eastward through Kulm, North Dakota, on July 3, 1987 (see the front cover). The 2018 coupled behind it, however, was less pristine, wearing the "black patch" conversion to a makeshift Soo Line livery. Bringing up the markers behind a consist of grain hoppers was a bright white and red Soo caboose. The Kulm depot wore the weathered remains of traditional Soo colors, for this railroad was of Soo heritage, not Milwaukee Road. In the upper Midwest these days, it's hard to tell the players without a scorecard.

The Soo and Milwaukee have merged, and in the last few years massive chunks of each have been abandoned or spun off into short lines or regional carriers. Some surprising segments have remained intact, however, such as the grain-gathering branch lines in North Dakota southwest of the Minneapolis-Portal main line. Like the C&NW lines in northwestern Iowa (January 1988 R&R), they were fascinating examples of modern rural railroading.

During the era when railroads had a monopoly on overland transportation, their presence could make the difference between urban growth and decline. A good example of a railroad built to help secure the interests of one important city was the Soo Line. Its first predecessor was created in 1883 to assure Minneapolis flour milling interests favorable rates that would allow them to compete in Eastern markets. In the early 1880s another ancestor of the Soo Line helped these industrialists meet a new threat posed by Jim Hill's Great Northern. By establishing freight rates for grain that favored other flour milling centers, Hill had threatened the existence of the Minneapolis flour mills. Only by building their own railways into the wheat country north and west of the Twin Cities could these mills gain reliable access at competitive rates to the grain they needed.

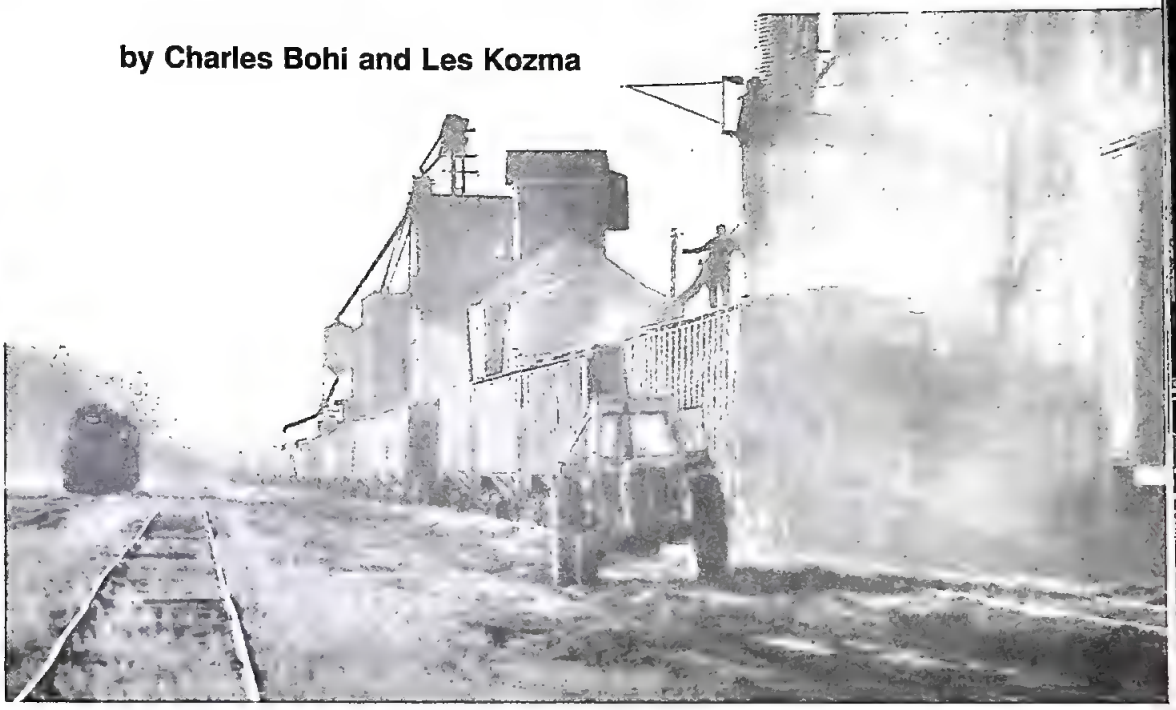
Pushed west under a variety of corporate banners, by 1916 the Soo Line had built or acquired a 500-mile system west of its main line from the Twin Cities to Portal, N.D. Serving prime grain country (as well as some lignite mines, at least through the 1920s), these lines had enough traffic to warrant a separate division: the Missouri River Division, headquartered at Bismarck. Restructured in 1987, these lines are now the Wishek, Missouri River, New Town and Pollock Subdivisions of the Soo Line's Western District.

PHOTOGRAPHY, CHARLES BOHI, EXCEPT AS NOTED

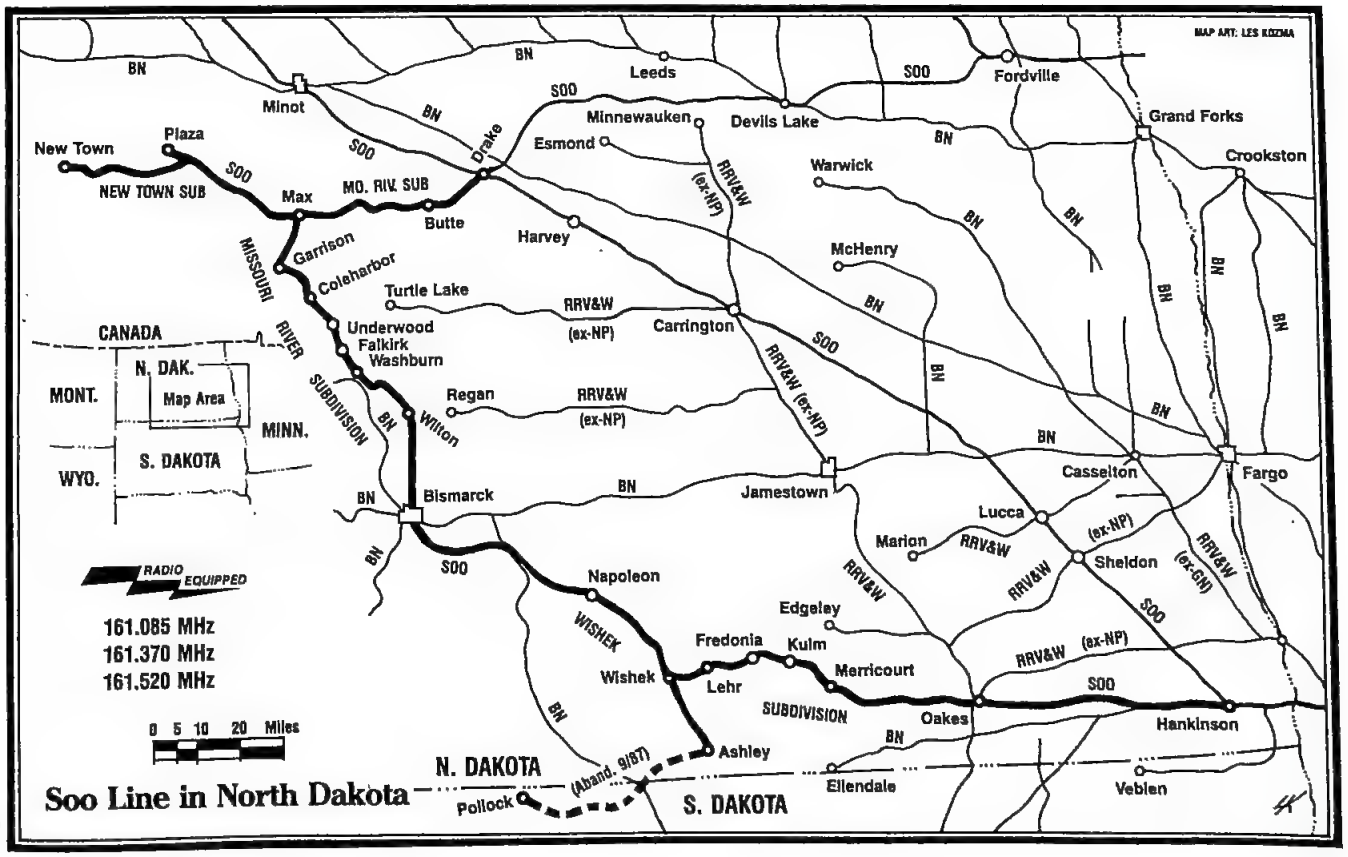
The old Missouri River Division formed a "jughandle" southwest of the main line to Portal, with Bismarck

Soo Line's Grain Country

by Charles Bohi and Les Kozma



MILWAUKEE ROAD GP40 2020 greets the dawn at Wishek, N.D., on July 3, 1987, while workers are already busy completing the loading of 25 outbound grain hoppers headed for Hankinson. Later that morning, the 2020 was eastbound (below left) past the Soo "2nd Class" depot at Kulm, N.D.



THE HANKINSON ROUNDHOUSE is seen behind Milwaukee GP40 2016 on August 9, 1987, while the massive structures of Bismarck form a wall behind Soo GP38-2 4434 (below) about to leave on the Max Turn on September 14. The units off the Max Turn of July 20 are pulling off (below right) at Max to let the Harvey crew pick up the loads; the New Town line stretches out behind the hoppers. A similar meet at Max on July 13 is viewed from a different angle (right) with the 2040 on the Bismarck job and the 2062 on the Harvey job. Soo GP38-2 4445 (right top) was passing the State Penitentiary at Bismarck while running light to Wishek on September 14.

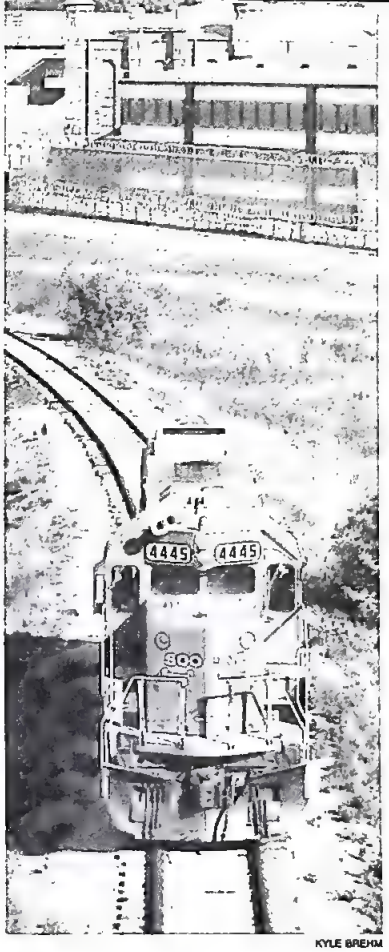
ABOVE AND BELOW KYLE BREHM

out midpoint in the "handle." Today's Wishek Subdivision forms the bottom half of the jughandle between Bismarck and the junction with the main line at Hankinson. The Missouri River Subdivision forms the top half, extending north from Bismarck to Max and then turning east to reunite with the main line at Drake. Branch lines from Wishek south to Ashley (the Pollock Sub) and from Max west to New Town (New Town Sub) round out the system.

As might be expected, grain elevators are found at most on-line towns, and commodities make up the bulk of the traffic. Some granaries, like those at Wishek, are able to take advantage of unit train rates by loading minimum blocks of 25 cars. During the late summer when grain is being harvested, traffic along these branches can get especially heavy.

As we observed these lines in the summer of 1987, the Soo Line had set up a pattern of operations based on three different terminals that made planning chases fairly easy. The Wishek Sub was handled out of Hankinson, the lower end of the Missouri River Sub out of Bismarck, and the segment east of Max out of the main line facility at Harvey, 23 miles southeast of Drake.

Six-motor motive power is specifically banned from the old Missouri River Division lines, and the power in mid-1987 was almost exclusively ex-Milwaukee Road GP40s. At that time all were in their Milwaukee orange and black with original numbers, while a few had received the "black patch" covering up flank and nose lettering with SOO LINE in its place. For the visiting railfan, it was an interesting image of the merger with Milwaukee Road trains on obviously Soo Line turf.



KYLE BREHM

The Wishek Subdivision

The Wishek Sub is handled by two round trips a week from Hankinson to Wishek and return. At about 8:00 a.m. on Monday and Thursday a train leaves Hankinson for Wishek, a 135-mile trip that takes about ten hours. On Tuesday and Friday the return job leaves Wishek for Hankinson about the same time. On Wednesdays a turn is sometimes run from Hankinson to Norway, a large elevator three miles west of Oakes, a 122-mile round trip.

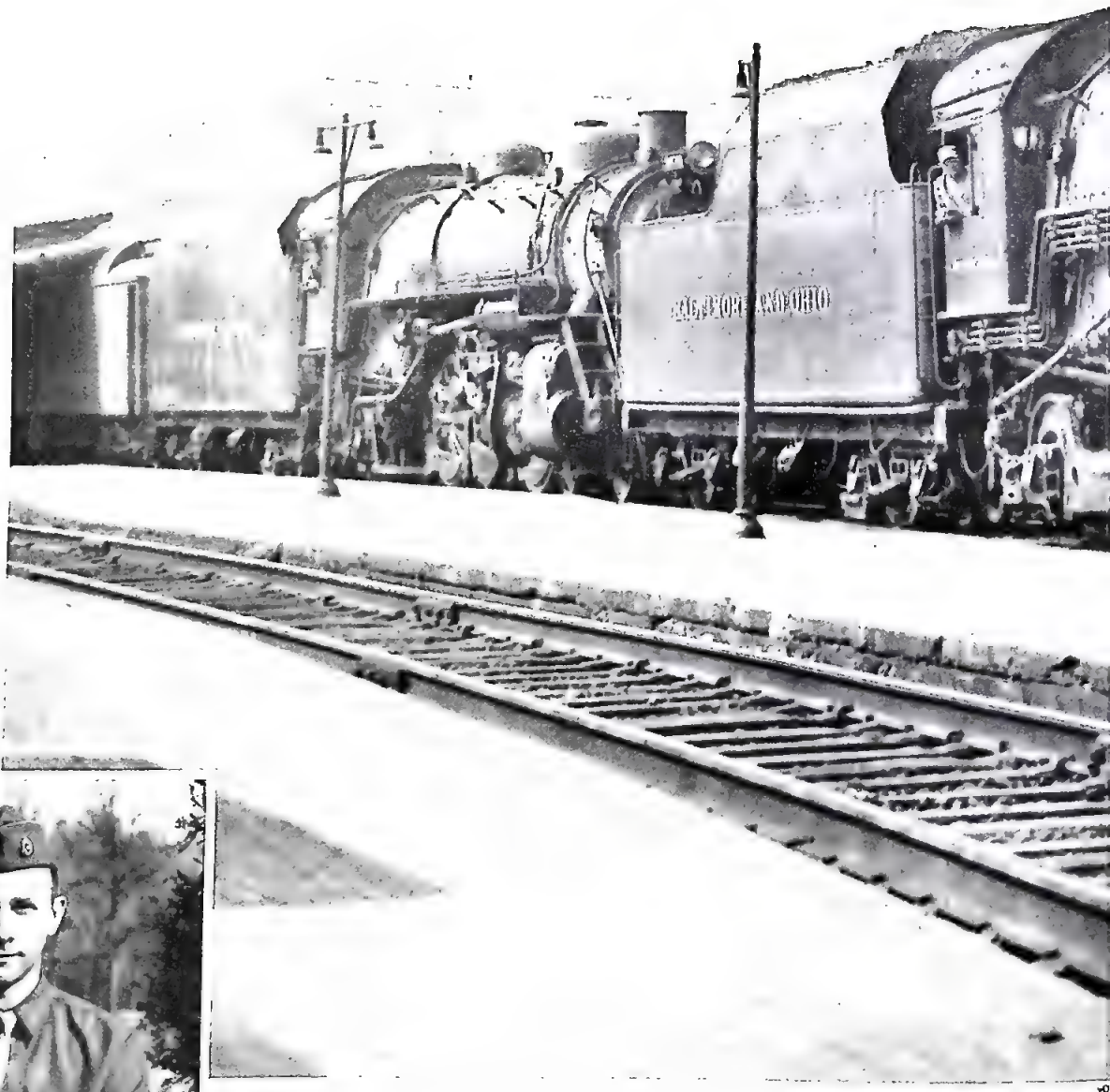
To provide power for trains west of Wishek, a unit was brought out from Hankinson on Monday. A crew was taxied down from Bismarck to work turn jobs as needed between Wishek and Bismarck until Thursday, when they would bring the unit back to Wishek to be returned to Hankinson on Friday.

In addition, Bismarck crews operate

(Continued on page 58)

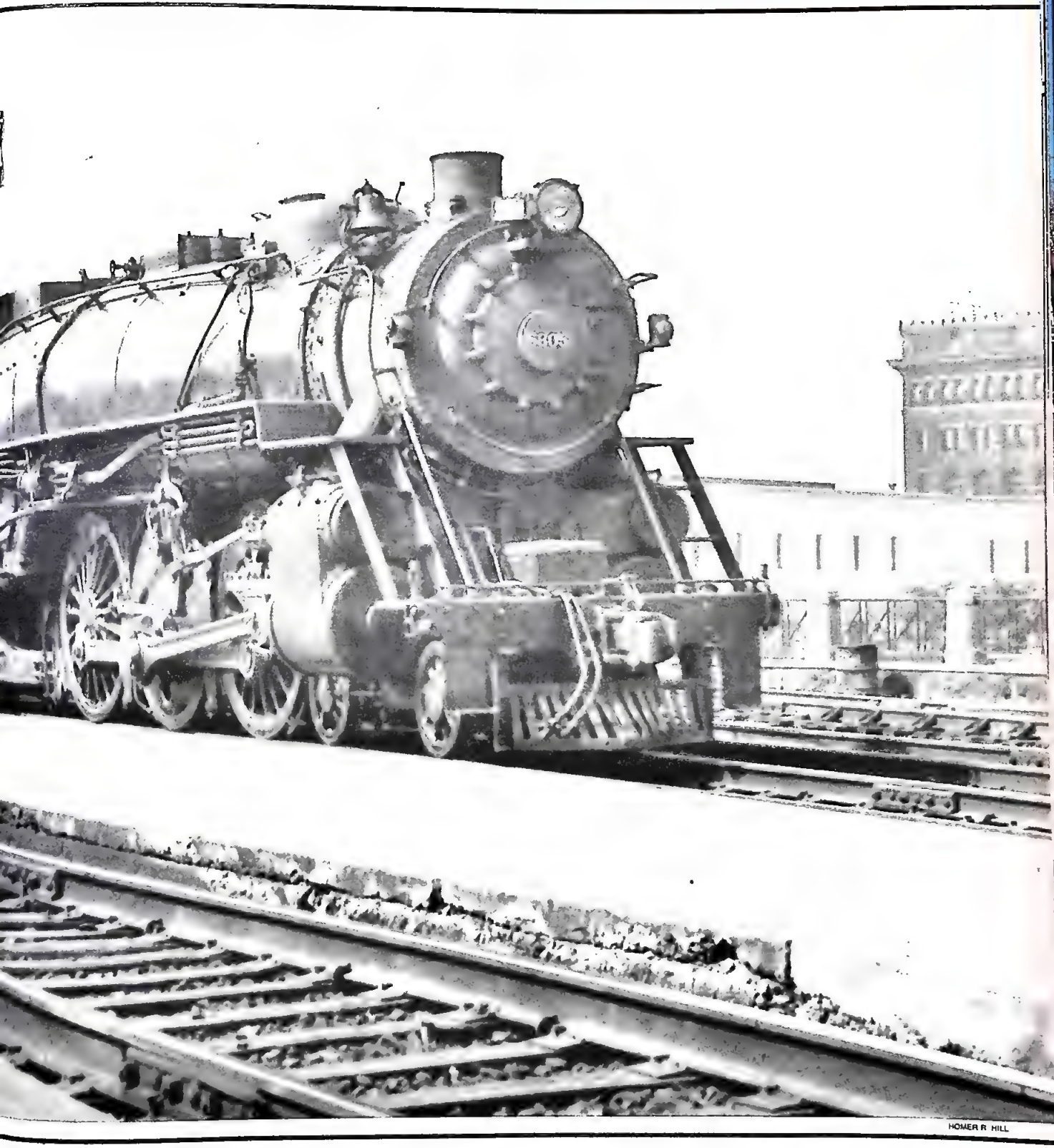
KYLE BREHM

Hey! Buddy . . .



U.S. ARMY, FT BELVOIR, VA.

WASHINGTON UNION TERMINAL was always a great place to watch trains. In mid-1942 I was a Tech Sergeant in the Army Signal Corps assigned to Arlington Hall in Virginia and managed to get over to Washington Union on many occasions. You couldn't get on the platform without a ticket, so the railfans' trick was to buy a B&O ticket to Baltimore and just keep it in your pocket as a "platform pass."



HOMER R. HILL

One particularly pleasant early summer day I was out on the platform taking this photo with my Kodak Vigilant 620 folding camera of B&O doubleheaded Pacifics (P7 5305, *President Jackson*, and P1 5070) about to depart. I was in full Army uniform with my Military District of Washington insignia, when this plainclothes railroad cop came running up to me.

"Hey! Buddy," he yelled. "You can't take pictures here. Don't you know there's a war on?"

—*Homer R. Hill.*

PINSLY'S PIONEER VALLEY

by Bram Bailey

As a result of the Northeast Rail Service Act of 1981, Conrail was able to unload many of its less than profitable branch lines. In all, about 600 miles of track were sold to 33 new or existing short lines. This was the seed from which the Pioneer Valley bloomed in 1982. Headquartered in Westfield, ten miles west of Springfield in southwestern Massachusetts, the PVRR consists of two branches of the old New Haven Railroad. The line forms a shallow "V" with one leg running 12.7 miles northward to Easthampton and the other 10.2 miles northeastward to Holyóke. The Easthampton segment was a part of the New Haven's "Canal Line" which at one time ran from New Haven north to Turner's Falls, Massachusetts. In the past decade the line has been fragmented with only the PVRR segments remaining intact in the immediate area. (A portion of the line in Connecticut was acquired by the state, which is permitting the Valley Railroad of Essex to salvage the 107-lb. rail and switch components.)

The Pioneer Valley is today the flagship operation of the Pinsly empire. This legendary family of short lines, with corporate offices in Boston, now includes the Florida Central and Florida Midland (Plymouth, Fla.), Claremont & Concord (Claremont, N.H.) and Greenvillle & Northern (Greenville, S.C.). At various times in the past it also included the St. Johnsbury & Lamoille County, Hoosac Tunnel & Wilmington, Montpelier & Barre and Frankfort & Cincinnati. To add to the family atmosphere, Marc Levine, PVRR's general manager, is the grandson of founder Samuel Pinsly.

The Pioneer Valley has its office, locomotive shop and a modest yard at Westfield, which is also their interchange with Conrail (the former Boston & Albany main line of the New York Central System). Normally about 40% of PVRR's interchange is done with Conrail, with the balance through the Boston & Maine at Holyoke. With the recent labor troubles on Guilford, however, the PVRR is depending more heavily on its Conrail connection. There is another B&M connection at Mt. Tom Junction above Easthampton, but that trackage is presently out of service.

Conrail has established close relationships with the various short lines that serve as important sources of business to them, and this has helped the PVRR to woo old customers back to the rails and establish new ones. The folks at Conrail even did a story on the Pioneer Valley in their Winter 1985 issue of *Inside Track*, the company newspaper.

Motive power

The Pioneer Valley began operation in July 1982 with two former Boston & Maine SW1s brought in from the Montpelier & Barre. The 27 and 28 were B&M 1109 and 1110, built in November 1939 by Electro-Motive *Corporation*, and are the oldest EMC/EMDs in New England. Another B&M SW1, 1130, built in 1953, was acquired in 1983 as PVRR 30. That same year Alco S2 switcher 106 was brought up from the dying Frankfort & Cincinnati.

In September 1983 the PVRR acquired its first roadswitcher in the form of Alco RS3 203. Originally Great

PHOTOGRAPHY BRAM BAILEY

THE HOLYOKE LOCAL was ready to depart Westfield (left) on May 29, 1987, with CF7 2558, Mobil's scale test car and three empty bulkhead flats for the B&M. On the return, six loaded flats (above) gave the CF7 a workout on the 1.4% grade out of Holyoke.

Northern 229, this unit had been acquired from GE by the St. Johnsbury & Lamoille County in June 1968 and transferred to the Montpelier & Barre in 1973; it had been lettered for M&B but never put into service there. It had been in storage on the Claremont & Concord before moving to the PVRR. About that same time another RS3, Boston & Maine 1547, was purchased to provide parts for the 203.

Like many short lines, the Pioneer Valley resolved its motive power needs with the ugly ducklings of locomotive rebuilds, Santa Fe CF7s. The 2558 and 2597 arrived from the Santa Fe in 1985, and they worked out so well that two more, 2647 and 2565, were added early the next year. In March 1986, the 2597 was the first to emerge in the bright Pinsly red livery (today only the 2565 remains in Santa Fe blue and yellow).

With the CF7s on the roster, the older units began being disposed of. The two oldest SW1s, 27 and 28, are headed for the Connecticut Valley Railroad Museum, while the RS3s were sold to Mohawk & Hudson Chapter of the NRHS. The S2 and remaining SW1 are being stored in serviceable condition on the property.

The Holyoke Local

The PVRR runs weekdays and occasionally operates on weekends. A typical day of operation finds two crews on duty. Crew No.1, generally called for 7:00 a.m., works the Holyoke line, while Crew No.2, usually going to work about 8:30, handles the extensive local switching around Westfield and makes an "as-needed" run up the Easthampton line about once a week.

The Pioneer Valley is a tough railroad to follow closely by road, so arrangements were made through R&R for a ride on the Holyoke Local on May 29, 1987. The crew was called for 7:00 a.m., and I arrived at the shops at 6:45. Superintendent Steve Larro was on hand, and once I had signed the release, he gave me a quick tour of the facility. He had just finished painting the 2558 and made sure that it was assigned to the Holyoke job. With the sun shining down at 1/500th at f5.6 intensity and a freshly painted unit, this was bound to be a great day.

There was one car in our train this day that was a creation of the PVRR shop crew. They had made a scale test car for Mobil out of an old tank car by filling it three quarters full with concrete and giving it a new paint job. The car was lettered with the exception of

the weight. Once their scale was calibrated, they would weigh the car and stencil the weight on it. From that point on they could use it to check the calibration whenever they wanted. We would be delivering the car to the plant today.

Crew No.1 consisted of Conductor Phil Mason and Engineer Norm Yelin. Phil Mason had begun his railroading career with Conrail in 1978 and has been with the Pioneer Valley for about six months. Norm Yelin has been with the railroad for about five years, starting as a member of the track crew and working his way up. He has an interest in trains but would not characterize himself as a railfan.

Making up the train did not take long. We lifted the scale test car and then tied onto three empty bulkhead flats going to the B&M interchange. Norm pumped up the air and did his brake test; we were under way by 7:30. Our unit was facing west, running long hood forward with its nose coupled to the scale test car and three flats.

The old Easthampton main line and the Holyoke branch split right at the yard throat. We took the easterly track that parallels the Massachusetts Turnpike. With the railroad in the early stages of a track rehabilitation program, our speed was limited to 10 m.p.h. When the work is completed sometime in 1988, the speed will be back up to 20 m.p.h.

We were not a mile out of the yard when Phil smelled smoke. The brakes were hanging up on the scale test car due to paint build-up, and a few judicious whacks with a hammer got them working again.

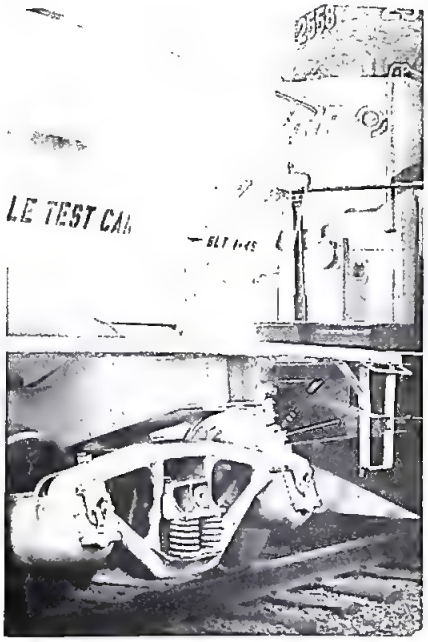
Just after we passed under the Turnpike, Norm pointed out where the "stone train" loads. Every Thursday, trucks from Lane Quarry load into hoppers right on the main line. When loaded, they are taken to the B&M interchange at Holyoke.

From there the right-of-way cuts through a wooded area. Since the roads do not parallel the tracks, it is pretty difficult to chase the line through here, and if you do catch up with the train, the bush is so dense that a decent photo is hard to get.

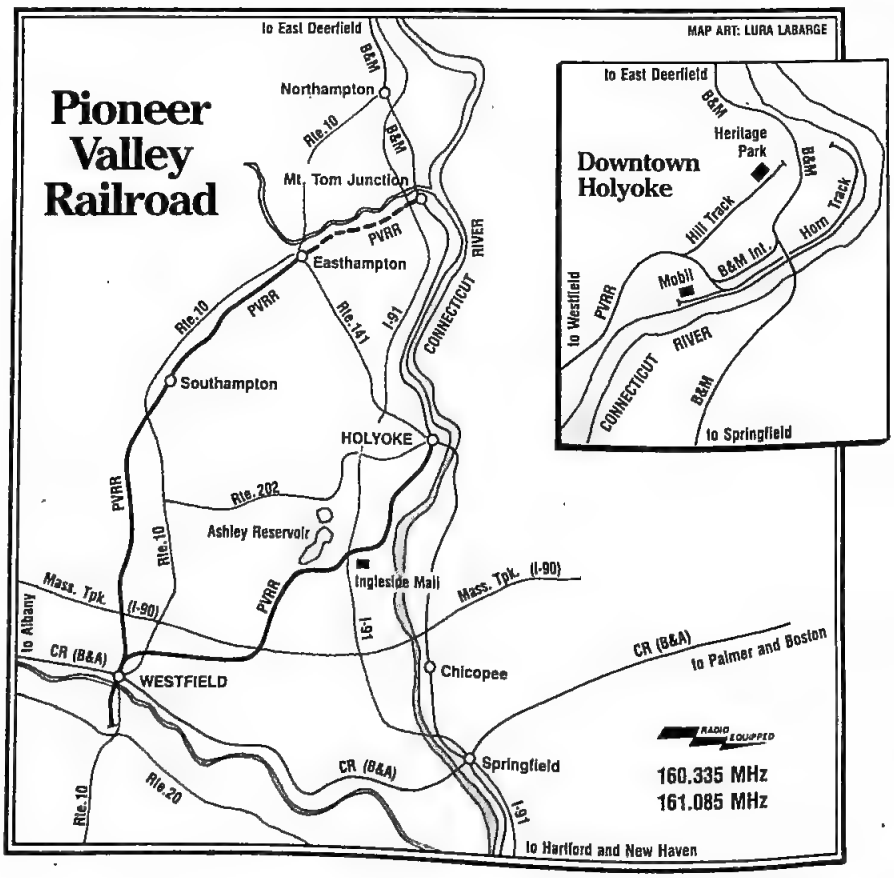
As we passed Ashley Reservoir, Norm said that it was now all downhill to Holyoke on about four miles of 1.4% grade. When we passed Ingleside Mall, we smelled smoke again but attributed it to brakeshoes on the long downhill run. When we stopped at the Hill Track in the middle of Holyoke, the smoke had become pretty intense and we realized that the scale test car had a full-fledged hotbox! That sucker was so hot that the new gray paint had bubbled up and turned brown. Phil informed Steve Larro over the radio, and it was decided that we would set off the car near the Mobil spur so Steve could come out in a truck and service it.

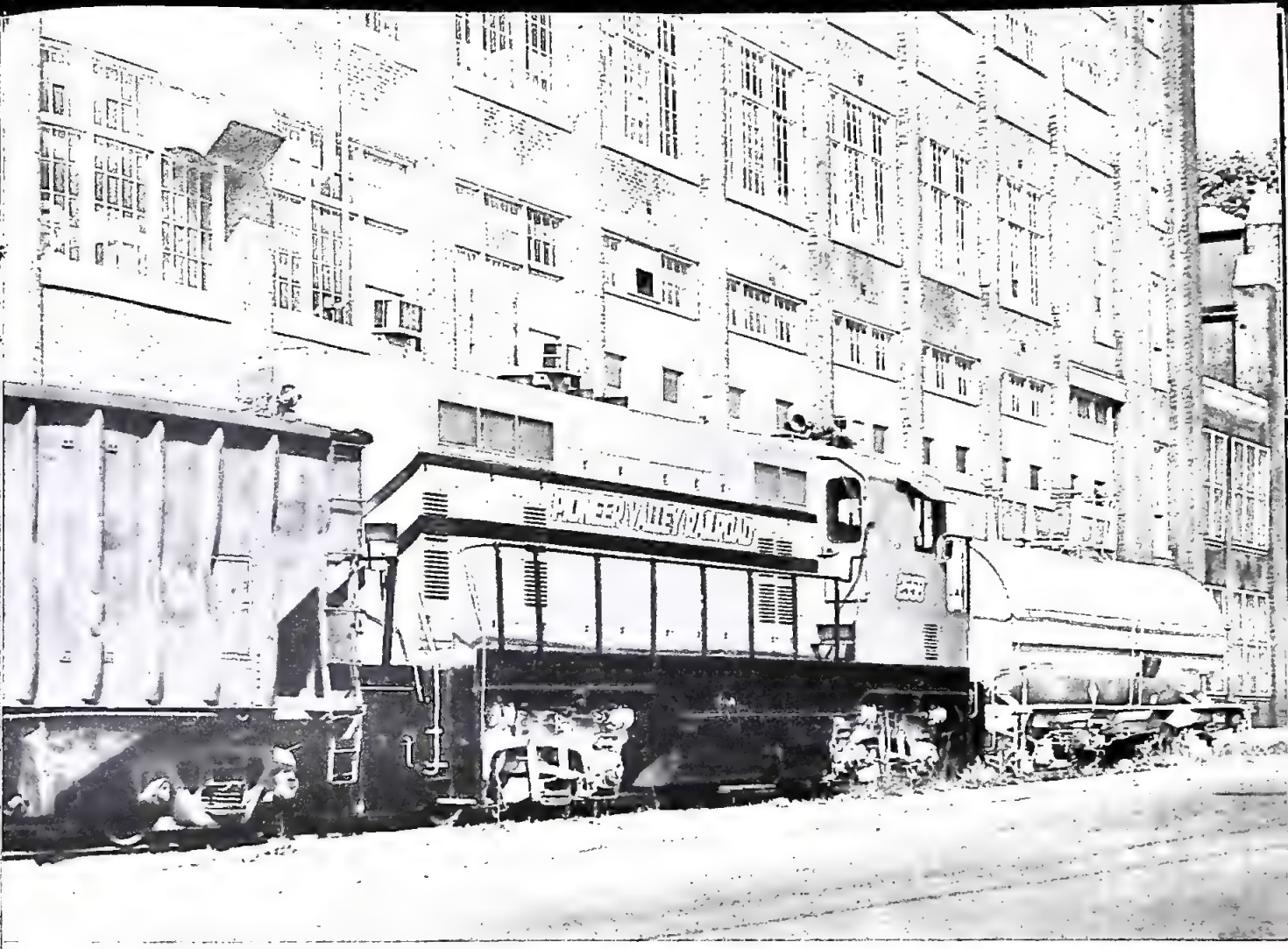
Meanwhile, we had the three empty bulkhead flats that we had to get on the other end of the engine. With no run-around track available, they would use the facing-point Hill Track switch for a "drop." Soon after the Hill Track leaves the main line, it starts upgrade. This "bowl" effect works well for gravity switching. Norm stopped on the main line while Phil unlocked the switch. With the slack bunched in, Phil pulled the pin and Norm gently shoved the flats back up the main line towards Westfield. He then shut down, reversed and headed the CF7 downgrade past the switch, which Phil then lined for the Hill Track. Meanwhile the flats ran out of momentum, stopped and began rolling back downhill. They dropped onto the Hill Track, were slowed to a stop on its upgrade and began rolling back toward the switch. Trapped in the bowl, however, they obediently came to a halt about two carlengths clear of the switch.

Norm then sandwiched the CF7 be-



THE SCALE TEST CAR proved troublesome by developing a hotbox en route to Holyoke. The old mill buildings in downtown Holyoke formed a backdrop (right) for the CF7 as it shuffled the scale car and a cut of hoppers just west of the B&M interchange.





tween the scale test car and the bulkhead flats. When we got to the bottom of the hill in Holyoke, the flats were spotted on the B&M interchange track. By this time the hotbox was getting worse, and we spotted it near the Mobil lead for Steve and his crew to work on. After shuffling some cars on the Horn Track, it was time to switch Mobil. Their Holyoke facility makes plastic pellets used in injection molding, and the finished product is shipped out in centerflow hoppers.

We spotted the unit outside the fence and walked into the plant to check in with the shipping supervisor. He was not pleased to see my cameras and in no uncertain terms instructed me to leave them on the locomotive or he would call the police. They take their security very seriously.

Mobil was not quite finished loading the car we were to pick up, so we took a break at the soda machine while they completed the task. That Coke sure went down well, as the mercury was already pushing the 90° mark. When we returned to the locomotive, we encountered some railfans from Long Island photographing the unit. We left to pick up the scale test car, and when we returned they had disappeared. I suspect they, too, got the "no cameras" speech.

We had to pull the centerflows out of the loading area to spot the scale test car. We grabbed our load from the bunch and set it outside the plant. Once the scale test car was delivered, we repositioned the empties for loading. On our way out, we picked up the loaded centerflow. Since it was part of a consignment, it would be held on the Hill Track until the rest of the order was ready for shipment.

The centerflow was on the west end of the locomotive as we got back to the Hill Track, so another flying switch was the order of the day. It was performed exactly like the previous one, except that the car was spotted along with several others. The Hill Track is used almost exclusively for storage. There are only two active customers up there, Holyoke Gas & Electric and American Pad & Paper (Ampad, makers of those pink "While You Were Out . . ." office forms).

Since lunchtime was drawing near, we tied up the unit by HG&E and walked uptown to a diner. By now the temperature was solidly into the 90s, and the air conditioning felt wonderful.

When we returned, we picked up an empty boxcar from Ampad and drifted down to Heritage Park. The park is funded by the state, and they recently acquired several ex-Lackawanna commuter cars. One of the commuter cars has been beautifully restored, and the others will follow as quickly as finances allow.

Starting in July, they would begin running a passenger train between Heritage Park and Ingleside Mall. The reason we went down there was to check clearances on their newly-built passenger platform. Norm and Phil were not comfortable because it appeared to be too close. They advised the park people that each CF7 was a little different, and just because this one made it, they could not guarantee the others would. They were particularly concerned about the 2565, which is equipped with a snowplow. (Once the season began, trains departed Heritage Park on Saturdays and Sundays at 1:00, 2:00 and 3:00 p.m. In 1987 they ran through Oc-

tober, and in 1988 they plan to begin operation on Memorial Day. Also planned for 1988 is regular excursion service from Holyoke to Westfield. For safety reasons, the locomotive is run on the downhill end of the consist. Since the PVRR CF7s face west, this meant that their short hoods would be against the passenger cars during regular operation. When the 2647 returned last summer after receiving a new traction motor, it was facing east and thus was usually assigned to the Heritage Park job.)

Our next move was to return the empty boxcar we had lifted at Ampad to the B&M interchange. Since it was on the west end of the engine, this involved yet another flying switch. Once we spotted the car on the B&M, Phil tied it down and lined and locked the interchange switch.

We then proceeded to the Horn Track to pick up six loaded bulkhead flats we had earlier received from the B&M. The lumber made that old CF7 work a bit up the 1.4% grade on the return trip. Once we got to the reservoir, however, it was easy going down to Westfield. To permit me to get some lineside photos for this story, they paused en route and let me off for a couple of runbys. The last photo stop was east of the Turnpike underpass, where they load the stone. The shot from the highway embankment (on the cover of this issue) was perfectly lighted. With the final shots on film, we headed on to Westfield. We called Crew No.2 on the radio to determine their location. They were in the yard switching. We ended the day by dropping our consist in the yard.

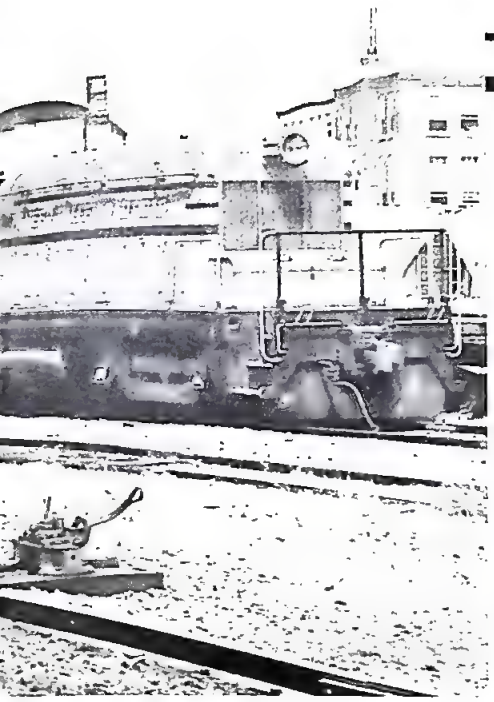
Business in Westfield

In addition to the Conrail interchange, the PVRR has an impressive array of customers in Westfield. Those loads of lumber were destined for one or both of two distribution centers at Westfield. Railroad Distribution Services is a subsidiary of the Pioneer Valley that brings in lumber for wholesalers, unloads and stores it for them. When the lumber is sold, RDS loads it onto trucks and delivers it to area dealers. Westfield Lumber Transfer is in the same business with a volume about equal to RDS. Pallet manufacturer Day Lumber also receives lumber via the PVRR. Columbia Manufacturing makes bicycles, Commercial Distributing gets beer, the Texon division of Emhart Corporation converts woodpulp into imitation leather products, Greif Brothers makes cardboard containers and H.B. Smith Manufacturing (across the Westfield River via the old New Haven bridge) gets raw material for making cast iron boilers. Other customers in Westfield include Railroad Weed Control and another Ampad plant. That's enough to keep Crew No.2 busy on almost any day. The only active customer on the Easthampton line is the W.R. Grace plant that makes Zonolite insulation from vermiculite. They get service as needed, presently about once a week by Crew No.2.

The recent Guilford labor problems have had an effect on the Pioneer Valley. The line has historically been dependent on the B&M interchange at Holyoke, and many of the PVRR customers preferred to ship out that way, using cars supplied by B&M. With the 1987 strikes tying up most Guilford yards, service and car supply at Holyoke have been erratic at best.

The Pioneer Valley worked with a few of the B&M's own customers in Holyoke to get their traffic around some of Guilford's more notorious trouble spots. By routing inbound traffic over Conrail to Westfield, the PVRR can deliver Holyoke-bound cars to the B&M local job right in Holyoke for immediate delivery—avoiding potential two or three week delays at Binghamton and East Deerfield.

My experience with the people of the Pioneer Valley was a very pleasant one. They have demonstrated that service is



CREW NO.2 was working Westfield with the 2597 (above), alongside the two SW1s awaiting shipment to the Connecticut Valley Railroad Museum. The Holyoke Local (right) had just put the flats on the B&M interchange. The only CF7 not yet repainted is the 2565 (below left). The 2558, 2597 and 2647 were lined up for an NMRA convention visit.

still the best way to attract and keep customers, and they have built service into a thriving business. They have every right to be proud of their endeavors.

The railroad is friendly to responsible railfans. All they ask is that you sign in at the office before going onto the property and observe the standard safety rules of railroading. As was noted in MARKERS of the October 1987 R&R, the Pinsly railroads have always been a class act. The Pioneer Valley is no exception.

PINSLY'S PIONEER VALLEY

ALL-TIME DIESEL ROSTER

Number	Type	From	Date	Status	Notes
27	SW1	M&B	1982	To CVRM, 1987	B&M 1109, built 11/39.
28	SW1	M&B	1982	To CVRM, 1987	B&M 1110, built 11/39.
30	SW1	B&M	1984	Stored	B&M 1130, built 8/53.
106	S2	F&C	1983	Stored	C&O 5015 (9165), built 10/49.
203	RS3	StJ&LC	1983	To M&H NRHS	GN 229(II), built 6/53; StJ&LC 203.
1547	RS3	B&M	1983	To M&H NRHS	Acquired for parts; never run.
2558	CF7	AT&SF	1985	In Service	Rebuilt 8/73 from AT&SF F7A 311C.
2565	CF7	AT&SF	1986	In Service	Rebuilt 6/73 from AT&SF F3A 302C.
2597	CF7	AT&SF	1985	In Service	Rebuilt 10/72 from AT&SF F7A 247C.
2647	CF7	AT&SF	1986	In Service	Rebuilt 8/70 from AT&SF F7A 210L.

Compiled by Bram Bailey and Jim Boyd.

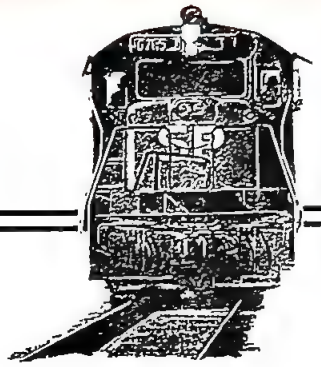
DON SIMS

In 1960 the Southern Pacific was looking for a bigger locomotive. Compared to the 2-10-2s and Cab-Forwards they replaced, F-units and SD9s were impressive engines, but the future would require something in more than 1500-h.p. increments of power. The 2400-h.p. Fairbanks-Morse Train Masters of 1953 were too complex to be the "universal" road locomotive, and the SP was not overly impressed after testing EMD's SD24. The Cotton Belt, faced with overhaul or replacement of its veteran FTs, went for the best things available at the time: ten Alco DL600B "Alligators" in 1960 and 20 of EMD's new turbocharged 2000-h.p. GP20s in 1961-62. The SP followed suit, trying three Alligators and ten 2000-h.p. Alco RS32s as well as jumping in for 38 GP20s.

But it was obvious that Market Street was looking for something better; no railroad that was fully satisfied with the domestic locomotive builders' catalogs would risk the expense of importing completely untried technology in the form of three German diesel hydraulics. The Krauss-Maffei locomotives, which arrived in October 1961, pulled 4000 h.p. out of a pair of Maybach V-12 high speed four-cycle diesels and applied it to the rails through a hydraulic transmission and drive shafts. The complexity of the KM-4000s is evidenced by the fact that each bank of cylinders on each engine had its own turbocharger—a total of four per unit!

When General Electric announced in 1960 that it was entering the domestic road locomotive market with a 2500 h.p. four-motor unit, the "U25B," the SP was immediately interested. Even though a road engine from Erie was a novel idea, the Espee had had plenty of experience with GE dating back to its first 44-tonner in 1942 and last 70-tonner in 1955 (as well as dieselizing its

U-Boats, Snowflakes and Popsicles



The Saga of SP's U25Bs. **by David C. Lustig**

Keeler Branch with a three-foot gauge 50-tonner in 1954). Compared to importing German hydraulics, buying the first model of a new line of domestic diesel-electrics was a conservative move.

The U-Boats

The saga of the Espee's "U-Boats" began one spring day in Los Angeles in early April 1962. For there, deep inside the Taylor Yard engine terminal and fresh from Erie, idled the 7500-7503, being carefully looked over by shop employees and top brass alike. They wore the same gray and blood red as most of the other units around them, though their hood lines appeared a tad smoother and cleaner.

What made the U25Bs significant was that they were not only the most powerful "conventional" four-motor units to date but that they incorporated some basic improvements in diesel locomotive design. Having been content for decades as a supplier of electrical gear to Alco and a producer of switchers, export units and electric locomotives, GE had decided in the late 1950s to enter the diesel locomotive market as a full-fledged builder of road power. In a field of competitors pegged at 2400 h.p. (EMD's SD24 and Alco's DL600B and four-motor DL640), GE kicked off the "horsepower race" with the first 2500-h.p. four-motor roadswitcher. The U25B had been designed "from the ground up" to provide rugged and simple power that would be easy to maintain. It was equipped with proven GE electrical gear and used a rugged Cooper-Bessemer FDL16 turbocharged 16-cylinder four-cycle engine, conservatively rated at 2500 h.p. (GE knew in 1960 that their FDL16 had a lot of "growing room" and confidently predicted that someday it might be capable of "producing 4000 horsepower.")

History records the U25B as the locomotive that brought the "central air system" to American road power. Pioneered on Baldwin export units for desert service, the central air system was the first major system revision in diesel locomotive design in modern times. On units dating back to the 1930s, "breathing" air for combustion in the diesel had been drawn into the carbody through messy mesh filters on their sides; the air would churn around inside the carbody, past the oil and exhaust leaking prime mover, before being "inhaled" through a final filter at the blower or turbocharger. The system was inherently complex and inefficient and had to be constantly maintained (cleaning filters, etc.). The U25B isolated the air system and replaced the carbody filters with an inertial primary filter which was essentially maintenance-free. Air for combustion and traction motor cooling was directed through clean ducts for final use. (EMD's GP20 used the old carbody filters, while the GP30 and nearly all subsequent units adopted the U25B system.)

When the high-nosed U25B demonstrators 751/752 rolled out in 1959, GE knew it had a locomotive that could fight its way into a market dominated by EMD and its onetime partner Alco. (The hyphen came out of "Alco-GE" in 1953, although GE continued to supply Alco's electrical gear.) The project was ambitious. The U25B had a lot for the salesman to brag about, but in an era of locomotive replacement and trade-ins, the GE had no direct ancestors, and Erie was obliged to accept almost any "junk" in trade.

The Espee, saddled with hundreds of aging F-units, felt the U25B was worth looking at. The GP9s it had been buying as late as 1959 (including factory-built low noses) could replace the Fs one-for-one, and at 2000 h.p., the GP20s were a solid but not overwhelming improvement. The huge Alco Alligators

THE FIRST FOUR U25Bs on the SP were heading up Coast Line freight 919 near Watsonville in April 1962 (left). By March 1965 the U25Bs lined up (below) on the Taylor ready tracks looked more workaday. The lead units are 7501, 7503 and 7526.

DAVID C. LUSTIG

seemed to please the Cotton Belt, but SP did not deem its own trio worth duplicating. Yes, the U25B might be just what the SP was looking for. Four U25B demonstrators (GE 753-756) toured the SP in the spring of 1961, and the salesmen went home to Erie with an order on the books.

The Union Pacific had been the first road to sign up for U25Bs, with a high-nosed quartet delivered in July 1961. The Frisco followed with four similar units in December and bought demonstrators 753-756. Demonstrator 2501 introduced the low nose in February 1962, and SP 7500 was the first production low-nose, delivered on March 30, 1962. On April 19, the Santa Fe got its first U25Bs, and in May and August 1962 the Wabash and Pennsy had taken delivery of low-noses. The UP got four more high-noses in May 1962 and two months later bought the 2501-2504 demonstrator set (only the 2501 was low nose). By then, the U25B was definitely established as a viable product.

For the Southern Pacific, the U25B was the ticket to really pursue a second generation diesel program. The original six units (7500-7505) proved themselves, and a year later 22 more began to arrive (7506-7527), followed by 40 more in early 1964 (7528-7567). Winding up with a 68 units, the SP was second only to New York Central's 70 as the biggest U25B fleet in the country.

The first six U25Bs had been immediately put to work on Coast Line freights, zipping back and forth between Los Angeles and the San Francisco Bay area, their turbochargers perfect for the fast schedules and cool Pacific Coast air. As the rest of the U25Bs began to arrive, they began migrating through the middle, southern and eastern parts of the railroad. Rarely seen north or east of Sacramento, they roamed the Coast Line and the Los Angeles to Houston and St. Louis main lines.

It didn't take EMD long to recover from GE's initial threat, for the GP30 of late 1961 embraced the central air system and jumped the horsepower to 2250. While reordering U25Bs, the SP and Cotton Belt bought 18 GP30s in 1963. In one of the quickest model turnovers in EMD history, the GP35 replaced the GP30 in late 1963, finally matching the U25B's 2500 h.p. The SP/SSW ultimately rostered 184 GP35s by 1965. From the standpoint of sheer numbers, the U25B took the first battles at the 2500 h.p. level, but EMD won the war.

By the mid-1960s, the German hydraulics had performed well enough that Espee bought the Rio Grande's original trio to go along with its own and ordered 15 more from KM in an "Americanized" roadswitcher form. Alco built three 4300-h.p. hydraulics, each packing a pair of 12-cylinder 251 engines, providing an opportunity to evaluate the hydraulic transmission with a known diesel engine. But even as it was trying the hydraulics and replacing F-units with U25Bs and GP30s, the SP was still looking for that ideal big locomotive.

Borrowing a development promoted by neighbor Union Pacific, the SP tried a half dozen "double diesels" in 1964. The EMD DD35 packed two GP35s into one cabless carbody riding on awesome four-motor trucks, while GE's U50 similarly harnessed two U25Bs into one carbody atop four conventional two-motor trucks and added a high-mounted flat-faced cab. Even at 5000 h.p., however, they were only existing technology jammed into a new and inherently clumsy package. The big locomotive would have to be found elsewhere.

That "elsewhere" turned out to be in a 20-cylinder prime mover. In 1966 EMD handed SP the locomotive it had been looking for: the 3600 h.p. SD45. Here was a "conventional" locomotive made up of standard parts from a familiar builder that could nearly match the 4000 h.p. of the hydraulics. It was a locomotive that could lug it out on grades and run like the wind with a *Blue Streak Merchandise* across the prairies. After an initial "sampling" of 45 units in the first order in 1966, the SP went on to amass a fleet of 603 SD45s, SDP45s and SD45T-2s over the next decade. There were numerous other locomotives, to be sure, from four U28Bs to Alco Century 628s and GE U33Cs, but they were generally acquired for specific tasks. The SD45s became SP's universal heavy road engine and brought an end to bizarre experiments (including the demise of the hydraulics and double diesels) and anything other than evolutionary motive power development.

The only real problem with the SD45s was their tendency to overheat and cut back on power when struggling through

BIG BROTHER of the U25B was the U50, which was actually two U25Bs in one carbody, a concept pioneered by Union Pacific. The SP bought three U50s and three EMD DD35 boosters, all now retired. The 9950 was at Taylor on July 10, 1973.

DAVID C. LUSTIG

JOHN C. ILLMAN

long tunnels; new GE U33Cs could actually perform better under such conditions. The half-dozen 4200-h.p. SD45Xs of 1972 suffered the same problems, but that same year the development of the EMD SD45T-2 "Tunnel Motors" with their redesigned radiators proved to be the cure. It's not surprising that the Tunnel Motor radiators were very similar in layout to those that were standard on all GEs, beginning with the U25B.

U25Bs in the "after life"

No matter how good a piece of equipment might be, SP shop forces will probably tinker with it. The railroad wants only the best locomotives, and operating in everything from bone-chilling winters on Donner Pass to scorchingly arid Texas summers, the marginal and poor performers are quickly sorted out from the strong.

By the mid-1970s, U25Bs were no longer eyebrow raisers, and advances they pioneered were now standard on everybody's units. To utilize their potential, the early high horsepower turbocharged units had to be assigned to fast main line duty. But as the SD45s moved in, the U25Bs found themselves in less desirable roles and on jobs for which they were not particularly well suited.

Higher maintenance costs, considered a necessity when they were new, were now thought of as excessive. As-

KRAUSS-MAFFEI diesel hydraulics were SP's first experiements in trying to find the ideal "big diesel." SP and D&RGW brought in three cab units each in 1961, and SP ultimately purchased the D&RGW's trio and bought 15 roadswitcher versions. One of the ex-Rio Grandes and roadswitcher 9014 combine for 8000 h.p. at Giant, Cal. (east of Oakland), on New Year's Day 1965. Now numbered in the 6700s, by April 1974 (below) U25Bs were often found in L.A. working transfers to the harbor.

DAVID C. LUSTIG

signed to Los Angeles for maintenance, the U25Bs were repeatedly repaired and sent out time and time again, their overall performance deemed very acceptable but certainly nothing to write home about. By the same measure, the railroad was not particularly pleased with its fleet of GP30s, GP35s or GP40s, either.

Now in the 6700 series (a result of the 1965 renumbering), the U25B fleet had averaged well over a million miles per carbody and was ripe for replacement or rebuilding. By the mid-1970s, most were languishing in the weeds, with a few bravely soldiering on despite less-than-ideal maintenance.

As with many other major railroads, the SP had taken to rebuilding its older locomotives rather than trading them in, a practice which often saved millions of dollars. Beginning with GP9s and SD9s in 1970, the SP's Sacramento Shops had already performed successful upgrades on an ever-growing fleet of older units. The U25Bs would be SP's first attempt at remanufacturing a non-EMD locomotive. The unit picked in 1975 to be the guinea pig was the 6708.

Delivered to SP on April 12, 1963, as the 7508, by now the unit had accumulated over 1,250,000 miles. It had been involved in a road accident and sent to Sacramento for repairs. Its presence at the rebuilding shop made it the logical candidate to be number one. Assigned number 6800, the 6708 was reclassified GF-425-E01 (General Electric Freight/four motor, 2500 h.p./owned by Southern Pacific Equipment Company and part of the first group of the class to be rebuilt). For tax purposes, when a locomotive exits the rebuilding program, it is sold to the Southern Pacific Equipment Company—hence the "E"—which leases it back to parent SP.

When Sacramento rebuilds a locomotive, it includes installing new electrical cabinet wiring, overhauling the traction motors, rebuilding the prime mover, refurbishing the cab, updating the control stand, bringing the trucks back into specs and inspecting (and if necessary, replacing) literally every hose, nut and bolt. What the mechanical engineers at Sacramento found when stripping the 6708, however, was to quote one member of the shop force, "an electrician's nightmare."

Wiring standardization was apparently not the order of the day in this early U-boat, and it soon became apparent it would be totally uneconomical to work with most of the existing electrical schematics. The final decision, one that did not please the bean counters at the road's headquarters in San Francisco, was to strip out all wiring from the unit and start from scratch.

As new wiring was being designed, the carbody was denuded, sandblasted and primed before being pushed into Sacramento Shop's "back yard" to await rebuilding. Shop space, always at a premium, would not be allocated until all major systems were ready to be reinstalled. Meanwhile, U25B 6724 was tagged as the second unit to be rebuilt and was assigned number 6801.

Had the two units been rebuilt, tested and then deemed unsuccessful (as they ultimately were) during any other time in American history, the U25BE program would have simply faded away as did a number of other rebuilding efforts that never got off the ground including SW8s, S6s and GP30s. But this was 1975, and fate, in the form of the upcoming U.S. Bicentennial, intervened.

The Snowflakes

The country was getting into the hoopla surrounding its 200th birthday, and the railroads, forever an integral part of that history, participated with an almost unprecedented display of patriotism. Southern Pacific, normally content with dirty red and gray diesels, was hit with patriotic fever and became a flag-waver with vengeance.

While the 6800 was going through the Sacramento Shops, two specially-painted red, white and blue units, dubbed "Snowflakes" in internal company memos, were already on the road. The first had been Cotton Belt SD45T-2 9389, painted at EMD in a scheme designed for the railroad by artist Chester Mack. The builder reportedly paid for part of the special paint job as a way to celebrate SP receiving its 600th SD45. The 9389 was kept immaculate for publicity events, the only glitch developing when, despite a memo forbidding it, the unit was put through the mechanical locomotive washer at Taylor Yard. The chemicals, comparatively safe on the regular paint scheme, had a field day with the special decals and lettering, and two days were required to repair the damage.

The second Snowflake was GP40P-2 3197, one of three passenger Geeps purchased in 1974 for the San Francisco-San Jose commute service. In highly visible daily service, the GP40P-2s were also occasionally used on director's specials, so it was natural for one to be selected as a patriotic beacon for the SP's headquarters only a short distance away on Market Street.

Why the 6800 was chosen to be the final unit of the triumvirate is not totally clear. Official sources indicated Bicentennial fever, but others close to railroad management contend there may have been a little behind the scenes nudging by various parties, including the Erie builder, for a GE to be the third unit. Whatever the reason, the paint

DAVID C. LUSTIG

crews at Sacramento outdid themselves with a perfect match to the first two units, including Liberty Bells applied to the sides of the hood just behind the cab and gold trucks and underframes.

Meanwhile, Espee's public relations department, which could occasionally be counted on to bring a good plan to the surface, got wind of a federal government campaign to push for the public's purchasing of savings bonds. Many long-distance telephone calls later, the railroad agreed to a public debut of its latest Snowflake in coordination with the bond program. To make the unit more appropriate, a memo went out informing Sacramento that new savings bond decals were being made up to replace the Liberty Bells.

Glendale was picked as the site of the official unveiling, its station being the most attractive of the remaining SP facilities in southern California. Among the dignitaries scheduled to speak was Secretary of the Treasury Francine I. Neff. A contingent of the United States Marine Corps Band would provide the appropriate music. Meanwhile, the star of the event (as far as fans were concerned) emerged from the paint shop on October 20, 1975, officially photographed, preened and nicknamed *Spirit of Sacramento* by shop workers before being sent south to Los Angeles the second week in November. There it was mated with another new Bicentennial: freshly painted red, white and blue caboose 1776.

The event was well promoted, and the public enthusiastically responded—in part due to the fact that most of the attendees were school children bussed in for the occasion. Regardless of the mean age of those attending, however, U25BE 6800 was a celebrity second to none. After the ceremonies, the GE, like the two other Snowflakes before it, entered regular service, such as that may be for a star.

While the Geep stayed in San Francisco hauling commuters and the 9389 was being worked in semi-captive freight service, never getting too far from the long arm of the publicity department, the 6800 began shuttling back and forth on secondary Los Angeles-area freights. Usually on the point, the unit could be found working auto parts trains to the General Motors assembly plant at Van Nuys, transfers to the City of Industry and (to the delight of many) solo on the Burbank-

SNOWFLAKE 6800, the first Sacramento rebuilt U25BE, started life with red, white and blue paint and much fanfare but soon settled down to more mundane tasks, such as the Burbank-Chatsworth local (left), shown arriving at Chatsworth in June 1976. Less than thrilled with the performance of the rebuilds, SP gave the two U25BEs switcher numbers 3100/01 and assigned them to Los Angeles. The 3100, now denuded of its patriotic livery and 6800 number, was working the Saugus local at Sylmar on October 14, 1979. That freeway had collapsed in the 1971 earthquake.

SP U25B Roster

Class GF425-1 U25B B-B 2500 h.p. Lt. Wt. 267480 lbs. T.E. 66870 lbs.
6 units. Ordered 10/3/61 [P-1076]; $238,462.25 per unit. Trade-ins were miscellaneous Alcos.

NUMBERS: Subsequent	1965	Orig.	B/N	Shipped from GE	Disposition	
	6700	7500	34240	3/30/62	SSCL/85	(SSCL/85: Sold for scrap to
	6701	7501	34241	3/30/62	SSCL/85	Chrome Locomotive,
	6702	7502	34242	4/6/62	SSCL/85	stripped and moved to
	6703	7503	34243	4/6/62	SSCL/85	National Metals at
	6704	7504	34244	4/12/62	SSCL/85	Terminal Island in 1985.)
	6705	7505	34245	4/12/62	SSCL/85	

Class GF425-2 U25B B-B 2500 h.p. Lt. Wt. 268420 lbs. T.E. 67105 lbs.
22 units. Ordered in two separate lots: 7506-7514 [P-1080] $227,232.40 9/27/62.
7515-7527 [P-1081] $231,232.40 9/27/62.
Trade-ins were miscellaneous Alcos and Baldwins.

		6706	7506	34698	3/29/63	SSCL/85	
		6707	7507	34699	3/29/63	SSCL/85	donated OERM 1/88
3100	6800	6708	7508	34700	3/29/63	Rblt. 9/29/75 to 6800; re# 6/79 to 3100;	
		6709	7509	34701	4/5/63	Sold 1/9/74 Intercontinental Steel Co.,	
		6710	7510	34702	4/5/63	SSCL/85	Houston
	1608	6711	7511	34703	4/11/63	Rblt. 1608 11/25/81	
	1606	6712	7512	34704	4/11/63	Rblt. 1606 9/29/81	
	1609	6713	7513	34705	4/19/63	Rblt. 1609 12/30/81	
		6714	7514	34706	4/19/63	Sold 4/14/78 Proler Steel	
		6715	7515	34685	3/1/63	SSCL/85	
		6716	7516	34686	3/1/63	SSCL/85	
	7031	6717	7517	34687	3/1/63	Sold M-K 3/3/77, SP 7031 2/28/78;	
		6718	7518	34688	3/1/63	SSCL/85	scr. Levin Metals 12/87
		6719	7519	34689	3/8/63	SSCL/85	
		6720	7520	34690	3/8/63	SSCL/85	
		6721	7521	34691	3/8/63	SSCL/85	
		6722	7522	34692	3/15/63	SSCL/85	
		6723	7523	34693	3/15/63	SSCL/85	
3101	6801	6724	7524	34694	3/15/63	Rblt. 9/17/76 to 6801; re# 7/81 to 3101;	
		6725	7525	34695	3/22/63	SSCL/85	SSCL/85
		6726	7526	34696	3/22/63	SSCL/85	
		6727	7527	34697	3/22/63	SSCL/85	

Class GF425-3 U25B B-B 2500 h.p. Lt. Wt. 271270 lbs. T.E. 67817 lbs.
40 units. Ordered 8/15/63 [P-1085]; $217,421.00 per unit. Specific trade-ins not noted.

	6728	7528	34765	1/23/64	SSCL/85	
	6729	7529	34766	1/23/64	SSCL/85	
	6730	7530	34767	1/23/64	SSCL/85	
	6731	7531	34768	1/30/64	SSCL/85	
	6732	7532	34769	1/30/64	SSCL/85	
7032	6733	7533	34770	1/31/64	Sold M-K 3/3/77; SP 7032 2/28/78;	
	6734	7534	34771	1/31/64	SSCL/85	scr. Levin Metals 12/87
	6735	7535	34772	2/6/64	SSCL/85	
1603	6736	7536	34773	2/7/64	Rblt. 6/30/81 to1603	
	6737	7537	34774	2/6/64	SSCL/85	
	6738	7538	34775	2/7/64	SSCL/85	
	6739	7539	34776	2/14/64	Wrecked El Monte 4/7/73; sold 7/73 to	
	6740	7540	34777	2/14/64	SSCL/85	Chrome Crankshaft
1607	6741	7541	34778	2/14/64	Rblt. 10/29/81 to 1607	
	6742	7542	34779	2/20/64	Sold 4/14/78 Proler Int.	
	6743	7543	34780	2/21/64	SSCL/85	
1604	6744	7544	34781	2/20/64	Rblt. 7/30/81 to 1604	
7030	6745	7545	34782	2/21/64	Sold M-K 3/3/77; SP 7030 2/28/78; scr. Levin	
	6746	7546	34783	2/28/64	SSCL/85	Metals 12/87
1605	6747	7547	34784	2/28/64	Rblt. 8/28/81 to 1605	
	6748	7548	34785	2/28/64	Sold 4/14/78 Proler Int.	
	6749	7549	34786	3/5/64	SSCL/85	
	6750	7550	34787	3/5/64	SSCL/85	
1610	6751	7551	34788	3/13/64	Rblt. 1/29/82 to 1610	Metals 12/87
7033	6752	7552	34789	3/6/64	Sold M-K 3/3/77; SP 7033 2/28/78; scr. Levin	
	6753	7553	34790	3/6/64	Sold 5/18/78 Chrome Crankshaft	
1611	6754	7554	34791	3/13/64	Rblt. 2/26/82 to 1611	
	6755	7555	34792	3/13/64	Sold 10/87 Southwest Car Parts,	
	6756	7556	34793	3/19/64	SSCL/85	Longview Texas
	6757	7557	34794	3/19/64	SSCL/85	
1612	6758	7558	34795	3/19/64	Rblt. 4/28/82 to 1612	
	6759	7559	34796	3/20/64	SSCL/85	
	6760	7560	34797	3/20/64	SSCL/85	
1601	6761	7561	34798	3/20/64	Rblt. 4/30/81 to 1601	
	6762	7562	34799	3/26/64	SSCL/85	
	6763	7563	34800	3/26/64	SSCL/85	
	6764	7564	34801	3/26/64	SSCL/85	
1602	6765	7565	34959	4/3/64	Rblt. 5/29/81 to 1602	
1613	6766	7566	34960	4/10/64	Rblt. 5/25/82 to 1613	
	6767	7567	34961	4/10/64	SSCL/85	

ROSTER COMPILED by Joseph A. Strapac

Chatsworth Branch throughout the San Fernando Valley for a few days, replacing the usual SW1500.

In the meantime, U25BE 6801 was already on the road in the more traditional red and gray. The other U25Bs, most from the Los Angeles deadline, were being readied for a trip to Sacramento and their places in the rebuilding line.

But it was not to be.

Continuing mechanical problems, mostly in the same old areas of the cooling system and the prime mover, plagued the pair. Despite massive maintenance efforts, neither unit seemed to be as reliable as a Sacramento rebuild should have been. (Not all the problems could be blamed on mechanical flaws. In one instance, when the 6800 was hauled dead back to L.A. after dying on the road, the shop people discovered a large rag inside the fuel tank that had been sucked into the delivery pipe, starving the prime mover. The L.A. people said that it appeared the rag had been there since the Sacramento rebuilding.)

The final blow, however, was a combination of the erratic performance of the pair and the then-just-arrived economic downturn of the country's economy. Espee, feeling the effects, drastically cut back its rebuilding programs—most of the GP35s which were scheduled for rebuilding never made it, for example. The combination of the business slowdown plus the SP's inability to make the pair function to peak performance was too much to overcome. And when the accountants determined it took almost twice as many man-hours to rebuild a U25B as it did a similar model EMD, the program summarily got the ax.

The 6800 and 6801, however, had been pretty well debugged by this time and were quietly earning their keep. Now out of favor but still mechanically sound enough for a few more revenue miles, the pair was officially transferred to the Los Angeles Division as switchers and renumbered 3100 and 3101. As that process was occurring, the 6800 (now the 3100) lost its flashy Bicentennial dress.

Together and with other units, the pair continued to work in Southern California for a few more years, regularly turning up on the Saugus Local, Los Angeles-Colton transfer runs and an occasional harbor train, eventually winding up back with the stored and unrebuilt U25Bs they escaped from a few years earlier.

GEORGE MANLEY

U25BE 6801 was only a month out of Sacramento when it paused at Antioch on October 26, 1976, bound for Fresno with GP35 6529 and unrebuilt U25B 6729. Renumbered 3101, it was working the Saugus local (below) on a cloudy March 13, 1982.

DAVID C. LUSTIG

The Popsicles

In early 1977, the Espee contracted locomotive rebuilder Morrison-Knudsen of Boise, Idaho, to take four U25Bs (6717, 6733, 6745 and 6752) and re-engine them with Swiss-built Sulzer V-12s, rated at 2800 h.p. This was reportedly not the first time SP had considered re-engining the U25Bs. In 1964, when they were barely 18 months old, the operating department had asked management to consider putting a new prime mover into the existing carbody, but no suitable alternative existed at the time. The Sulzer engine, for which M-K was the exclusive North American locomotive licensee, appeared to be a reliable alternative. With the cessation of the U25BE program, there were plenty of derelict carbodies on hand.

Espee worked closely with M-K on this project. Careful studies of the various locomotives stored in SP deadlines were made, and a number of designs of both four and six-motor units were put on the table. M-K preferred a six-axle EMD, something in the order of an SD45 (as it did on the UP and Santa Fe), but SP, looking to rebuild a large block of units, did not have a quantity of SD45s ready for rebuild. The 30+ U30Cs on the dead line might have been good alternatives, but there weren't enough of them, for if the experiment succeeded SP wanted to place an order for at least 50 more. The railroad did have almost all the derelict U25Bs still on the property, and they were ultimately selected as core candidates for rebuilding. But first, the four units would be built as prototypes—owned, incidentally, by M-K, not Espee.

The selected four were pulled out of the dead lines, blocked into freights in pairs and sent to Boise. The 6745/6752 arrived there on March 24, 1977, and the 6717/6733 on April 16th. M-K stripped them to the frame and started from scratch, reusing frame (which had to be modified), the rebuilt GE 598 main generator, the trucks, the GE 752 traction motors, cab and short nose. Everything else was new.

The engine was a Sulzer model 12ASV 25/30, normally 3000 h.p. but was derated to 2800 h.p. to avoid overloading the GE main generator. The 12-cylinder Sulzer engine is four-cycle (or four-stroke, if you please) with both turbocharger and an intercooler. A big "vee" engine, its cylinders each displace

SP U25B Roster

Class GF425-1 U25B B-B 2500 h.p. Lt. Wt. 267480 lbs. T.E. 66870 lbs.
6 units. Ordered 10/3/61 [P-1076]; $238,462.25 per unit. Trade-ins were miscellaneous Alcos.

NUMBERS: Subsequent	1965	Orig.	B/N	Shipped from GE	Disposition	
	6700	7500	34240	3/30/62	SSCL/85	(SSCL/85: Sold for scrap to
	6701	7501	34241	3/30/62	SSCL/85	Chrome Locomotive,
	6702	7502	34242	4/6/62	SSCL/85	stripped and moved to
	6703	7503	34243	4/6/62	SSCL/85	National Metals at
	6704	7504	34244	4/12/62	SSCL/85	Terminal Island in 1985.)
	6705	7505	34245	4/12/62	SSCL/85	

Class GF425-2 U25B B-B 2500 h.p. Lt. Wt. 268420 lbs. T.E. 67105 lbs.
22 units. Ordered in two separate lots: 7506-7514 [P-1080] $227,232.40 9/27/62.
7515-7527 [P-1081] $231,232.40 9/27/62.
Trade-ins were miscellaneous Alcos and Baldwins.

		6706	7506	34698	3/29/63	SSCL/85	
		6707	7507	34699	3/29/63	SSCL/85	donated OERM 1/88
3100	6800	6708	7508	34700	3/29/63	Rblt. 9/29/75 to 6800; re# 6/79 to 3100;	
		6709	7509	34701	4/5/63	Sold 1/9/74 Intercontinental Steel Co.,	
		6710	7510	34702	4/5/63	SSCL/85	Houston
	1608	6711	7511	34703	4/11/63	Rblt. 1608 11/25/81	
	1606	6712	7512	34704	4/11/63	Rblt. 1606 9/29/81	
	1609	6713	7513	34705	4/19/63	Rblt. 1609 12/30/81	
		6714	7514	34706	4/19/63	Sold 4/14/78 Proler Steel	
		6715	7515	34685	3/1/63	SSCL/85	
		6716	7516	34686	3/1/63	SSCL/85	
	7031	6717	7517	34687	3/1/63	Sold M-K 3/3/77, SP 7031 2/28/78;	
		6718	7518	34688	3/1/63	SSCL/85	scr. Levin Metals 12/87
		6719	7519	34689	3/8/63	SSCL/85	
		6720	7520	34690	3/8/63	SSCL/85	
		6721	7521	34691	3/8/63	SSCL/85	
		6722	7522	34692	3/15/63	SSCL/85	
		6723	7523	34693	3/15/63	SSCL/85	
3101	6801	6724	7524	34694	3/15/63	Rblt. 9/17/76 to 6801; re# 7/81 to 3101;	
		6725	7525	34695	3/22/63	SSCL/85	SSCL/85
		6726	7526	34696	3/22/63	SSCL/85	
		6727	7527	34697	3/22/63	SSCL/85	

Class GF425-3 U25B B-B 2500 h.p. Lt. Wt. 271270 lbs. T.E. 67817 lbs.
40 units. Ordered 8/15/63 [P-1085]; $217,421.00 per unit. Specific trade-ins not noted.

		6728	7528	34765	1/23/64	SSCL/85	
		6729	7529	34766	1/23/64	SSCL/85	
		6730	7530	34767	1/23/64	SSCL/85	
		6731	7531	34768	1/30/64	SSCL/85	
		6732	7532	34769	1/30/64	SSCL/85	
	7032	6733	7533	34770	1/31/64	Sold M-K 3/3/77; SP 7032 2/28/78;	
		6734	7534	34771	1/31/64	SSCL/85	scr. Levin Metals 12/87
		6735	7535	34772	2/6/64	SSCL/85	
	1603	6736	7536	34773	2/7/64	Rblt. 6/30/81 to1603	
		6737	7537	34774	2/6/64	SSCL/85	
		6738	7538	34775	2/7/64	SSCL/85	
		6739	7539	34776	2/14/64	Wrecked El Monte 4/7/73; sold 7/73 to	
		6740	7540	34777	2/14/64	SSCL/85	Chrome Crankshaft
	1607	6741	7541	34778	2/14/64	Rblt. 10/29/81 to 1607	
		6742	7542	34779	2/20/64	Sold 4/14/78 Proler Int.	
		6743	7543	34780	2/21/64	SSCL/85	
	1604	6744	7544	34781	2/20/64	Rblt. 7/30/81 to 1604	
	7030	6745	7545	34782	2/21/64	Sold M-K 3/3/77; SP 7030 2/28/78; scr. Levin	
		6746	7546	34783	2/28/64	SSCL/85	Metals 12/87
	1605	6747	7547	34784	2/28/64	Rblt. 8/28/81 to 1605	
		6748	7548	34785	2/28/64	Sold 4/14/78 Proler Int.	
		6749	7549	34786	3/5/64	SSCL/85	
		6750	7550	34787	3/5/64	SSCL/85	
	1610	6751	7551	34788	3/13/64	Rblt. 1/29/82 to 1610	Metals 12/87
	7033	6752	7552	34789	3/6/64	Sold M-K 3/3/77; SP 7033 2/28/78; scr. Levin	
		6753	7553	34790	3/6/64	Sold 5/18/78 Chrome Crankshaft	
	1611	6754	7554	34791	3/13/64	Rblt. 2/26/82 to 1611	
		6755	7555	34792	3/13/64	Sold 10/87 Southwest Car Parts,	
		6756	7556	34793	3/19/64	SSCL/85	Longview Texas
		6757	7557	34794	3/19/64	SSCL/85	
	1612	6758	7558	34795	3/19/64	Rblt. 4/28/82 to 1612	
		6759	7559	34796	3/20/64	SSCL/85	
		6760	7560	34797	3/20/64	SSCL/85	
	1601	6761	7561	34798	3/20/64	Rblt. 4/30/81 to 1601	
		6762	7562	34799	3/26/64	SSCL/85	
		6763	7563	34800	3/26/64	SSCL/85	
		6764	7564	34801	3/26/64	SSCL/85	
	1602	6765	7565	34959	4/3/64	Rblt. 5/29/81 to 1602	
	1613	6766	7566	34960	4/10/64	Rblt. 5/25/82 to 1613	
		6767	7567	34961	4/10/64	SSCL/85	

ROSTER COMPILED by Joseph A. Strapac

Chatsworth Branch throughout the San Fernando Valley for a few days, replacing the usual SW1500.

In the meantime, U25BE 6801 was already on the road in the more traditional red and gray. The other U25Bs, most from the Los Angeles deadline, were being readied for a trip to Sacramento and their places in the rebuilding line.

But it was not to be.

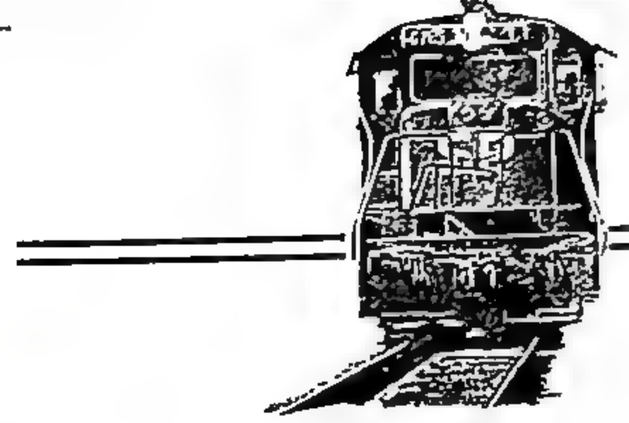
Continuing mechanical problems, mostly in the same old areas of the cooling system and the prime mover, plagued the pair. Despite massive maintenance efforts, neither unit seemed to be as reliable as a Sacramento rebuild should have been. (Not all the problems could be blamed on mechanical flaws. In one instance, when the 6800 was hauled dead back to L.A. after dying on the road, the shop people discovered a large rag inside the fuel tank that had been sucked into the delivery pipe, starving the prime mover. The L.A. people said that it appeared the rag had been there since the Sacramento rebuilding.)

The final blow, however, was a combination of the erratic performance of the pair and the then-just-arrived economic downturn of the country's economy. Espee, feeling the effects, drastically cut back its rebuilding programs—most of the GP35s which were scheduled for rebuilding never made it, for example. The combination of the business slowdown plus the SP's inability to make the pair function to peak performance was too much to overcome. And when the accountants determined it took almost twice as many man-hours to rebuild a U25B as it did a similar model EMD, the program summarily got the ax.

The 6800 and 6801, however, had been pretty well debugged by this time and were quietly earning their keep. Now out of favor but still mechanically sound enough for a few more revenue miles, the pair was officially transferred to the Los Angeles Division as switchers and renumbered 3100 and 3101. As that process was occurring, the 6800 (now the 3100) lost its flashy Bicentennial dress.

Together and with other units, the pair continued to work in Southern California for a few more years, regularly turning up on the Saugus Local, Los Angeles-Colton transfer runs and an occasional harbor train, eventually winding up back with the stored and unrebuilt U25Bs they escaped from a few years earlier.

GEORGE HANLEY



U25BE 6801 was only a month out of Sacramento when it paused at Antioch on October 26, 1976, bound for Fresno with GP35 6529 and unrebuilt U25B 6729. Renumbered 3101, it was working the Saugus local (**below**) on a cloudy March 13, 1982.

DAVID C. LUSTIG

The Popsicles

In early 1977, the Espee contracted locomotive rebuilder Morrison-Knudsen of Boise, Idaho, to take four U25Bs (6717, 6733, 6745 and 6752) and re-engine them with Swiss-built Sulzer V-12s, rated at 2800 h.p. This was reportedly not the first time SP had considered re-engining the U25Bs. In 1964, when they were barely 18 months old, the operating department had asked management to consider putting a new prime mover into the existing carbody, but no suitable alternative existed at the time. The Sulzer engine, for which M-K was the exclusive North American locomotive licensee, appeared to be a reliable alternative. With the cessation of the U25BE program, there were plenty of derelict carbodies on hand.

Espee worked closely with M-K on this project. Careful studies of the various locomotives stored in SP deadlines were made, and a number of designs of both four and six-motor units were put on the table. M-K preferred a six-axle EMD, something in the order of an SD45 (as it did on the UP and Santa Fe), but SP, looking to rebuild a large block of units, did not have a quantity of SD45s ready for rebuild. The 30+ U30Cs on the dead line might have been good alternatives, but there weren't enough of them, for if the experiment succeeded SP wanted to place an order for at least 50 more. The railroad did have almost all the derelict U25Bs still on the property, and they were ultimately selected as core candidates for rebuilding. But first, the four units would be built as prototypes—owned, incidentally, by M-K, not Espee.

The selected four were pulled out of the dead lines, blocked into freights in pairs and sent to Boise. The 6745/6752 arrived there on March 24, 1977, and the 6717/6733 on April 16th. M-K stripped them to the frame and started from scratch, reusing frame (which had to be modified), the rebuilt GE 598 main generator, the trucks, the GE 752 traction motors, cab and short nose. Everything else was new.

The engine was a Sulzer model 12ASV 25/30, normally 3000 h.p. but was derated to 2800 h.p. to avoid overloading the GE main generator. The 12-cylinder Sulzer engine is four-cycle (or four-stroke, if you please) with both turbocharger and an intercooler. A big "vee" engine, its cylinders each displace

898.6 cubic inches, compared to EMD's 645 or 668 for a GE FDL16.

The Sulzer's exterior dimensions were such that the entire long hood had to be rebuilt ten inches higher and four inches wider. M-K retained the slight angle of the GE hood end at the rear but raised the roof and replaced all the hood doors, as well as fabricating an entirely new radiator unit to hold the cooling package from Behr of Stuttgart, West Germany. The heightened roof gave the resulting units a distinctly GP30-like hump atop the cab.

Something else was new, too: a brand new paint scheme. Again designed by Chester Mack, the four units wore a distinctive quasi-*Daylight* red and orange livery with white lettering. There was definitely no missing the quartet, and rumors were rampant that this was a new SP paint scheme to finally replace red and gray. The colors had a frosty ice-cream-like quality to them, and the crews on the Oregon Division immediately dubbed them the "Popsicles" (not worrying about such technicalities as registered trademarks).

Now designated TE 70-4S (*T*ractive *E*ffort *70*,000 lbs., *4* driving axles, *S*ulzer engine) and numbered 7030-7033, the four units were completed on February 24, 1978, and sent to the SP at Portland, Oregon, for break-in. On the evening of February 28, 1978, the freshly painted set departed the Rose City with a Los Angeles-bound TOFC train.

But as a quartet, they never made it. The 7032 had to be set out at Black Butte, Cal., with a bad traction motor, and by the time the train got to Roseville, the 7031 had to be sent to the shop at Sacramento. In June of that year they were sent back to Boise to be "modernized," and at that time their stock GE dynamic brake girds were removed from the radiator area and placed in a hatch atop the hood behind the cab.

There seems to be some debate, at least in public, as to what was the downfall of the Sulzers. One railroad source says the engine worked fine but the cooling system was trouble-prone. An engineer who ran them simply says that the Sulzer engine couldn't take American operating conditions. They were fine performers when everything was happy, but when they had problems, it always seemed to take an inordinate amount of time to set them right again. Needless to say, there were no Sulzer conversions after the prototype four. When business turned slack in the early 1980s, the Popsicles were among the very first units to be put into storage. When last observed, they were languishing in SP's Eugene, Oregon, engine facility, with at least one maintenance supervisor vowing they will never run again...at least not on his watch.

BILL SHIPPEN

THE FIRST RUN of the Morrison-Knudsen Sulzer rebuilds was on the hot BRLAT (Brooklyn-Los Angeles Trailers), shown here at Lakehead, Cal., on March 1, 1978.

The subject is TEBU

If railfans ever wonder why SP stores hundreds of locomotives that will never run again on dead lines rather than selling them for junk, the answer is that old

EKTACHROME DAVID C. LUSTIG

EKTACHROME JIM BOYD

adage, "waste not, want not." After the U25BE and Sulzer experiments, there were still dozens of U25B carcasses on the property. There was one option left to put them to productive use.

Ask any railroader anywhere what's the best thing about a GE locomotive and the reply will invariably be, "the traction motors." As the rebuilding and Sulzer projects demonstrated, the U25Bs were not particularly adaptable to overhaul or upgrading. So the SP decided to reduce them to their most reliable elements and completely eliminate the areas of controversy. In other words, turn them into slugs.

MOST SP U25Bs spent their lives in the scarlet and gray worn by 6747 working eastward through Arizona in November 1971. The first U25BE rebuild, however, emerged in Bicentennial splendor (top) and was photographed at Taylor Yard in L.A. on November 10, 1975. "Popsicles" 7032/7031 were at Portland's Brooklyn Roundhouse on April 25, 1981.

KODACHROME JIM BOYD

SP's U25Bs

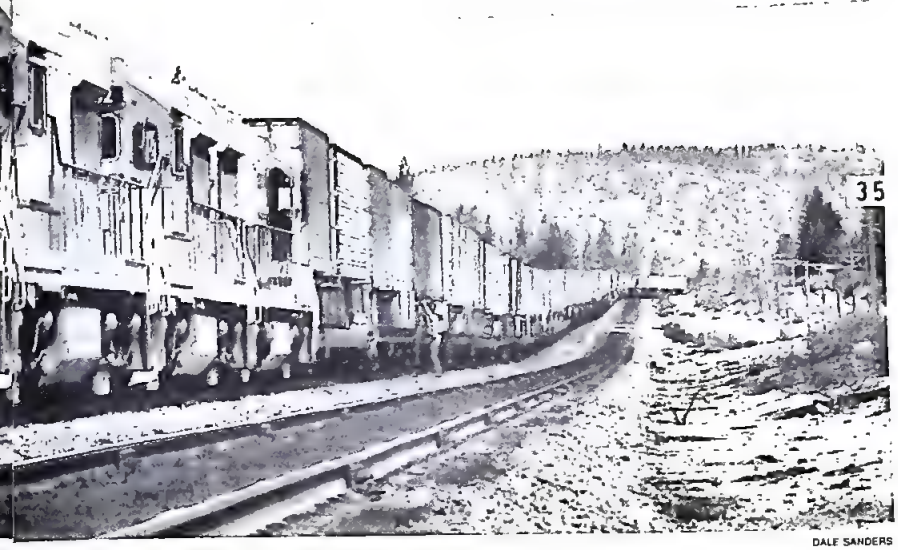
BLACK BUTTE, CAL., was as far as the four Popsicles got as a quartet on their first BRLAT. The 7032 was set out here with a bad traction motor on March 1, 1978.

In the early 1980s the SP was studying the use of "MATES" (*M*otors to *A*ssist *T*ractive *E*ffort) or "road slugs" for heavy branch line service where pulling power was more important than horsepower. The SP had a number of heavy tonnage branches in Arizona, New Mexico and Oregon that needed all the tractive effort that a locomotive could muster. But the SD9s weren't powerful enough, and the next step on the roster, the SD40s, were too heavy and were bending or busting rails. Getting more powered wheels on the rail was the answer, and road slugs seemed to be an economical way to achieve that. A road slug is a weighted carbody atop a pair of motored trucks. The trucks get their power from normal diesel-electric "mother" units at one or both ends (this is not a "cow and calf" with a cab unit and cableless booster, both of which have diesel engines; the slug has no way of generating its own power).

There are essentially two types of slugs: road slugs and yard slugs. The yard slug was first developed to give a small engine the capability of pushing long cuts of cars over a yard hump at low speed. Here, a switcher could be tied to a slug and develop the pulling power of two units while using the fuel of only one. Doubling the number of traction motors available to divide the amperage also permitted the units to run at lower speeds for longer periods of time without getting into motor-damaging "short time ratings." Sometimes two slugs would be tied to one large road engine to make a three-unit hump set with only one working locomotive. Such hump sets were often given "electrical lobotomies," removing shunting and transition, which restricted them solely to low speed service.

Road slugs, on the other hand, were generally used to increase the tractive effort of high horsepower road engines without overly affecting their track speeds. The road slugs would usually make transition and shunting steps the same as the mother unit and would have minimal effect on performance under light load or easy running conditions. Laying into a heavy pull, however, the slug would give an extra unit's worth of tractive effort without adding to the overall horsepower of the set. A GP40/slug/GP40 set, for instance, would have the running capability of

JOE STRAPAC



DALE SANDERS

the two GP40s at speed but the pulling power of two SD40s (still totaling 6000 h.p.) on a hard pull. It would also distribute the weight like three four-motor units rather than concentrating it like two six-motors.

To test the slug concept, General Electric leased a Seaboard Coast Line U36B/slug/U36B set (instead of building a demonstrator for a "maybe" buyer) and loaned it to SP in December 1977 with the hope of convincing the railroad to go for the builder's MATE slug program. West Coast fans had a field day when the units worked their way up to the Northwestern Pacific and then back down again on their way home. They proved the viability of the road slug concept to the SP.

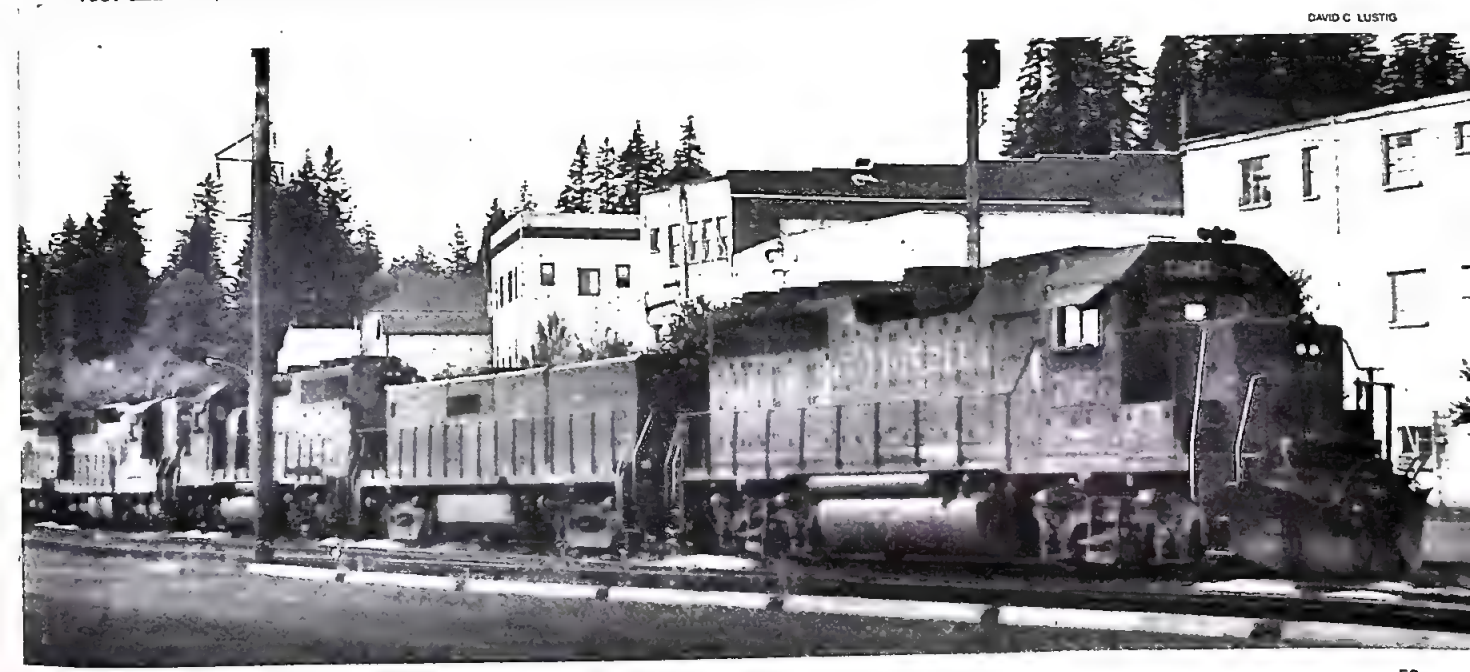
The railroad, however, was not enamored with GE's design and instead turned again to Morrison-Knudsen. Would M-K build the first slug from a U25B carbody and then sell it and all the research and development to the Southern Pacific? The answer was yes.

Looking in its backyard at Boise, M-K selected former Union Pacific U25B 634, which started life, interestingly enough, as GE demonstrator 2502. What was pulled out of M-K's erecting bay on May 14, 1980, was something of which both M-K and SP were quite proud. Finished in traditional SP red and gray, the slug, dubbed an S3B by M-K, was a neat carbody surrounding a concrete block sitting on top of a U25B frame, trucks, traction motors and fuel tank. What made it a Cadillac among slugs was that not only could it pump fuel from its tank to either of the two slug mothers as the train was moving, but it also had dynamic brakes (one neat fan on the top abaft amidships).

Something else happened in May 1980, as well. EMD delivered all 20 of their specially-equipped GP40-2 slug mothers the SP had ordered to fit on both ends of the slugs. The only problem was that while the SP now had ten sets of mothers, they only had one slug. Equipped with bus connections to provide juice to the slug, the 7940-7959 were physically chained together in sets of four (and you thought "lashed together" wasn't a proper term) and put

THE FINAL FORM taken by SP's U25Bs was as "TEBU" road slugs. The 1606 (below left) was at Taylor yard in June 1983. Sandwiched between rebuilt Cotton Belt GP40s 7967 and 7968, TEBU 1612 was working into Toledo, Oregon, September 8, 1983.

DAVID C. LUSTIG



AMERICAN STEAM LOCOMOTIVES

American Steam Locomotives

Alive and still working today.

Reserve your copy now!

By Henry Rasmussen. Incredible color photos feature the steaming, smoking iron horses that still ride the rails. See Baldwin, Lima, American and others chugging across the country-side. Crystal clear close-ups capturing their massive size and technology. Hdbd. 9" x 9". 128 pgs. 80 color photos.

$24.95 Plus $3 UPS

SEND $1.50 FOR CATALOG

DAVE'S MODEL TOYS 'T'

416 S. Rolling Rd., Catonsville, MD 21228

VISA **301-788-8814** MasterCard

NORTHUMBERLAND TROLLEYS

A history of Susquehanna River trolleys at Sunbury & Milton, PA.
A 118 page, 6x9" soft book. $12.75

BEN ROHRBECK, 1003 N. Chester Road
West Chester, PA 19380

VIDEO

PENNSYLVANIA RAILROAD STEAM IN ACTION

COLOR • SOUND • HALF HOUR

- K-4's & DIESELS ON NY&LB
- 0-6-0's, 2-8-0's, GAS CARS AT CAMDEN
- M-1's, L-1's AT ENOLA & MIDDLE DIV.

Send for illustrated Brochure

Crestline Studios
15 Kensington Drive
HOPEWELL JCT. N.Y. 12533

$39.95 pp
VHS OR BETA

CHARLES HOWARD

PROTOTYPE TEBU 1600, shown at Houston, Texas, on January 15, 1983, was built by Morrison-Knudsen from Union Pacific U25B 634. The fate of the majority of the SP U25B rust fleet was the National Metals scrap yard (**below right,** August 1985).

to work on hot Los Angeles-St. Louis freights, including the *Blue Streak Merchandise.*

There was no question that the slug/mother program would be a success, and the project was transferred to the Sacramento Shops. The SP adopted for its slugs the name "TEBU," for "Tractive Effort Booster Unit." It was nearly a year, however, before Sacramento could turn out the first of its own U25B/slug conversions, with the 6761 becoming the 1601 in April 1981. From that point on, however, Sacramento began to crank out one TEBU per month, slowly devouring the U25B cores, until the 13th unit was completed in May 1982, bringing the total fleet to 14.

At that point, however, the SP would have had more TEBUs than GP40-2 mother pairs, so the eight stored and never-particularly-loved Cotton Belt GP40s (7600-7607) were rebuilt between January and June 1982 to GP40-2 specs and outfitted as "GP40-2M" slug mothers 7960-7967. The railroad now had a perfect set of 28 GP40-2/GP40-2Ms and 14 TEBUs, until the nearly new GP40-2 7957 was lost to wreck damage that same year (the unit was not replaced, and SP is still one mother short).

And what about the remaining

Continuing our series of **accurate, carefully researched** and **detailed** pictorial reviews of Canada's railways, we are pleased to announce that the following are now available.

Canadian Pacific in Manitoba (Volume Two)
by Lawrence Stuckey

This book includes coverage of The Prairie Dog, the operation of carnival trains, the "office" of a 4-6-4 Royal Hudson, Manitoba coal trains, a Royal Train and many other items. It concludes Lawrence's series on this relatively unknown part of the Canadian Pacific system.

$7.00 including postage

The Northern Alberta Railways (Volume Two)
by Colin Hatcher

Judging by the reception Colin's first volume (which is still in print) received, this will be another best seller. Areas reviewed include many of the railways' older locomotives, the building of the Alaska Highway etc.

$7.00 including postage

All the following works are available. Prices include postage.

Canadian Pacific in the Rockies (Vols. 1-10)	D.M. Baln	**$6.00 each**
Canadian Pacific in the Selkirks	Jan Booth	**$10.00 each**
Canadian Pacific's Big Hill	Floyd Yeats	**$10.00 each**
Canadian Pacific in Southern Ontario (Vols. 1-3)	W.H.N. Rossiter	**$6.00 each**
Canadian Pacific's Rossland Subdivision	W.G. Kennedy	**$6.00 each**
Canadian Pacific in Southern British Columbia	W.G. Kennedy	**$7.00 each**
Canadian Pacific in the East	Omer Lavallée	**$6.00 each**
Canadian Pacific in Alberta and Saskatchewan	L. Kozma & C. Bohi	**$6.00 each**
Canadian Pacific's Electric Lines	G. Roth & W. Clack	**$7.00 each**
Canadian National in the West (Vols. 1-3)	J.A. Love	**$6.00 each**
Canadian National in the East (Vols. 1-3)	W.N. Lowe	**$6.00 each**
Canadian National & Canadian Pacific in Northern Ontario (Vols. 1-2)	D. Wilson & G. Jomini	**$7.00 each**
The Locomotives of the Ontario Northland Railway	F. Vollhardt	**$7.00 each**
The Pacific Great Eastern Railway (Vols. 1-2)	T.J. Horton	**$7.00 each**
The Northern Alberta Railways (Vol. 1)	C.K. Hatcher	**$6.00 each**

Other works in the course of preparation include **The Dominion Atlantic Railway, Canadian Pacific between Calgary and Edmonton, The British Columbia Railway (Volume One)** and **Canadian National in the West (Volume Four).**
For those of you who wish to receive all our works, why don't you become a BRMNA subscriber? Send $22.00 and the next four works will be sent to you as they are published. For further information, send a self-addressed envelope to: **B.R.M.N.A., 5124 - 33rd Street N.W., Calgary, Alberta, Canada T2L 1V4**

DEALER TERMS ARE AVAILABLE

U25Bs not upgraded (two), Sulzered (four) or slugged (13)? For them, storage was indeed the end of the line. Except for the 6755 (which for some unknown reason was still rusting away in the Taylor dead line in January 1988), all are off the roster. As a matter of fact, all of them are out of the country. In groups of five, the ramshackle U25Bs were carefully towed to National Metals on L.A.'s Terminal Island, where they were promptly loaded *intact* aboard Japanese scrap ships, stacked like cordwood for a one way trip to the Far East.

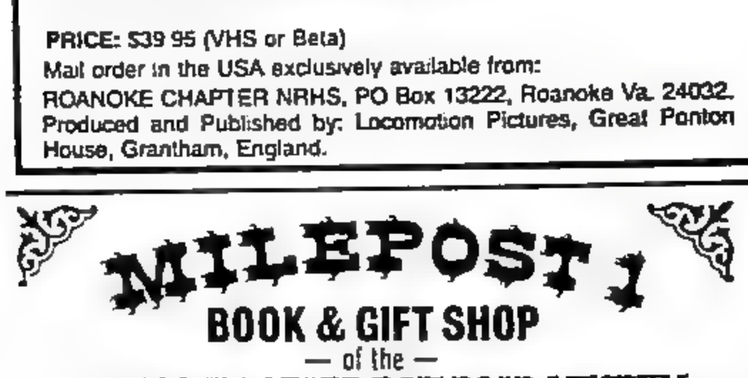
The 3101 was scrapped with the 6700s, and the four Popsicles were removed from Eugene and sent to Levin Metals in Oakland, Cal., for scrap, arriving there on December 27, 1987. While all of this was transpiring, the 3100 had remained stored with its stack capped at Taylor (technically a serviceable unit, it was the only U25B assigned an SPSF merger number: 1599). The 3100 will meet a kinder fate than its bretheren, for it is being donated to the Orange Empire Railway Museum at Perris, California.

It is interesting to note that as the last handful of U25B hulks were weathering away, GE was building the locomotives that are fulfilling the builder's optimistic predictions of 1960 for a four-motor unit developing 4000 h.p. from the 16-cylinder FDL16 engine. The SP, of course, has just taken delivery of 40 B39-8s, missing the prediction by a hair.

So the promise of the U25B has been fulfilled by the Dash-8 40B of 1988. But when it comes down to U25Bs working on the SP today, only the TEBUs remain to slug it out.

DAVID C CRAMMER

THE ROANOKE CHAPTER NRHS
IS PROUD TO OFFER
A NEW VIDEO RELEASE
FROM THE NICK LERA VIDEO COLLECTION



The finest show of American Superpower since the fifties - The 'A' and the 'J' steaming together through the Virginia heartland of the Norfolk & Western.

- Unique pacing shots showing 'A' and 'J' steaming side by side for the 1987 NRHS CONVENTION
- Great double-headers at Blue Ridge and Christiansburg.
- Exclusive cab ride on 1218 over Blue Ridge.
- 1218 on freight, including 3250-ton deadhead trip at Shawsville, Montgomery Tunnel, East River & Coopers, 4th Aug. 1987.
- Inaugral trips, April 1987, plus Salisbury- Roanoke section of 1st ferry run.
- Early morning scenes at Shaffers Crossing, with veteran photographer O. Winston Link in action.
- Camerawork by Nick Lera, who filmed Africa and Peru in the acclaimed TV series "Great Railway Journeys of the World".
- Program length 52 mins., full color and sound.

PRICE: $39.95 (VHS or Beta)
Mail order in the USA exclusively available from:
ROANOKE CHAPTER NRHS, PO Box 13222, Roanoke Va. 24032.
Produced and Published by: Locomotion Pictures, Great Ponton House, Grantham, England.

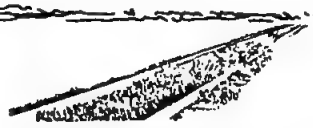
MILEPOST 1
BOOK & GIFT SHOP
— of the —
CALIFORNIA STATE RAILROAD MUSEUM
Over 1000 Titles Always In Stock!
CALL US FIRST!
Milepost 1 and the State Railroad Museum
are open 7 days a week 10 AM - 5 PM
PHONE ORDERS (916) 447-9665 VISA/MC
115 "I" STREET · OLD SACRAMENTO, CA 95814
SEND $1.00 FOR CURRENT CATALOG

RAILROAD WITH
3 GAUGES
A complete history of a most unique railroad, the
CININNATI, GEORGETOWN & PORTSMOUTH RR.
580 pages - abundant photos, maps, timetables, forms.
$22 plus $2 mailing
(Ohioans add $1.21 tax)
David McNeil, 29 Clark Ave., Cincinnati, Ohio 45215

SPRINGTIME VIDEO SALE!
Hopewell Productions is having a Springtime Video Sale!
Buy 1 tape at the regular price and get the second for $10.00 OFF!
Buy 2 tapes at the regular price and get the third for HALF PRICE!
Buy 4 tapes at the regular price and GET THE FIFTH TAPE FREE!
This offer expires April 15, 1988, so order now!
SEND FOR OUR
FREE ILLUSTRATED CATALOG!
CALL OUR TOLL FREE ORDER NUMBER - 1-800-722-0765
(IN OHIO - 216-757-0765)
VISA MasterCard
HOPEWELL PRODUCTIONS
1711 BOARDMAN-POLAND ROAD, #15 · POLAND, OHIO 44514

the book

You can now charge books



American Narrow Gauge (5231), Krause. Pictorial of narrow gauge since 1940s. 256pp hardbd $30.95
American Steam, Vol. 1 ((1253), LeMassena. Action pictorial of photos by Ben F. Cutler. 256pp hard.....$25.00
America's Railroads: The Second Generation (1475), Ball & Boyd. All color pictorial. 216pp hard.....$39.95
Amtrak Trains & Travel (5567), Dorin. History and equipment of Amtrak. 184pp hard.....$22.95
Apple Country Interurban (5236), Ken Johnson. Pix and history of Yakima Valley. 130pp hard.....$11.00
Articulated Steam Locomotives of North America(1250), LeMassena. Photos. 416pp hard $49.00
Atchison, Topeka & Santa Fe Railway (2550), Cox. Vanishing Vistas color pictorial. 34pp soft.....$9.95
Baldwin Locomotives 1831-1956 (8305), Karr. Steam & diesel builder photos. 228pp soft $35.00
Baltimore and its Streetcars (1993), Harwood. Pictorial of Baltimore streetcar lines. 98pp soft.....$10.95
Baltimore & Ohio Heritage 1945-55 (C52), Krause & Crist. B&O steam action pictorial. 48pp soft.....$7.95
B&O Power (6650), Stauffer & Sagle. B&O motive power pictorial history. 350pp hard $35.00
B&O Steam Finale, Vol.1 (1512), Price, Mellander & Kaplan. Superb all color. 120pp hard $32.50
Bangor & Aroostook (1420), Angier & Cleaves. Nicely illustrated history of BAR. 274pp soft.....$28.95
The Beauty of Railroad Bridges (5250), Richard Cook. Pictorial study of trains and bridges. 208pp hard.....$44.95
Berkshire Days on the Boston & Albany (1990), Smith. B&A steam pictorial. 68pp soft. $6.50
Best of Maine Railroads (1152), Ron Johnson. History of big roads and short lines. 146pp soft.....$14.95
Bluebirds & Minutemen (5913), Nelligan. Color and b&w pictorial of B&M 1974-1984. 152pp hard $26.95
Brooklyn Trolleys (1380), Greller & Watson. Pictorial of Brooklyn Rapid Transit streetcars. 118pp soft.....$19.95
By Rail to the Boardwalk (2891), Gladulich. Pennsylvania-Reading Seashore Lines. 332pp hard $47.95
California Central Coast Railways (5453), Hamman. Lines into Santa Cruz. 310pp hard $44.95
California's Electric Railways (2889), Demoro. 100 years of traction action. 214pp hard.....$36.95
Call the Big Hook (5244), Dougherty. Wrecker work on the D&RGW. 256 5½" x 8½" hard $21.95
Camas Prairie (4007), Riegger. Illustrated history of joint UP/NP Idaho line. 160pp hard $32.50
The Canadian (8310), Delta. Story of Canadian Pacific domeliner. Hardcover.....$44.95
Central Vermont Railway (C44), Beaudette. Pictorial history of steam-era CV. 112pp soft $13.95
The Challenger Locomotives (1216), Kratville. Story of UP 4-6-6-4s. 144pp hard $28.50
C&O Power (6658), Stauter. Data and photos of C&O steam and diesels. 350pp hard $35.00
Cheaspeake & Ohio Railway (2756), Dorin. Illustrated history of the C&O. 232pp soft $23.95
Chesapeake & Ohio, Superpower to Diesels (C49), Dixon. Steam & diesel pictorial. 130pp soft.....$15.95
Chicago & Illinois Midland (5235), Wallin, Stringham & Szwajkart. 240pp hard $16.50
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft $9.95
Chicago's Passenger Trains (5907), Olmsted. Pictorial from 1950s to Amtrak. 136pp hard.....$28.95
China by Rail (2881), Middleton. Steam and diesel action in China today. 122pp soft $19.95
The Circus Moves by Rail (5708), Parkinson & Fox. All about circus trains by the experts. 392pp hard.....$39.95
Coal Boats to Tidewater (9817), Wakefield. Illustrated history of the D&H Canal. 224pp hard $20.00
C&Sng (5729), Ferrell. Colorado & Southern narrow gauge quality pictorial. 238pp hard.....$34.95
Colorado's Mountain Railroads (1252), LeMassena. Capsule histories of Colorado railroads. 384pp hard....$49.00
Colorado Rail Annual 15 (5721), Hauck. Idaho-Montana issue; Utah & Northern to UP. 218pp hard.....$19.50
Colorado's Loneliest Railroad (5452), Griswold. Big book on San Luis Southern. 190pp hard $32.50
Commuter Trains to Grand Central Terminal (1994), Nelligan. Contemporary and vintage action. 68pp soft....$7.95
Crookedest Railroad in the World (2869), Wurm & Graves. Mt. Tamalpias & Muir Woods 138pp hard.....$24.95
Crosstles over Saluda (9816), Gilbert. Southern Ry. action on steepest grade. 38pp soft $9.95
Crosstles through Carolina (9815), Gilbert. Early railroading in N. Carolina. 90pp soft $9.95
CZ: The Story of the California Zephyr (2200), Zimmermann. History, pix & plans. 104pp soft $11.95
Dawn of the Diesel Age (2867), Kirkland. Diesel loco development up to 1937. 200pp hard.....$29.95
Daylight 4449's Family Album (1575), Johnsen. Pictorial history of SP 4-8-4s and 4449. 114pp soft.....$16.95
Delaware & Hudson (5539), Shaughnessy. Impressive history and photos of D&H. 488pp hard.....$34.95
Destination Topolobampo (5199), Kerr. Kansas City, Mexico & Orient Ry. 260pp 6 x 9 hard $15.95
Diesel Locomotive Rosters (6791), Wayner. Diesel rosters from *Railroad* Magazine. 184pp soft.....$16.95
Diesels of the Sunrise Trail (1260), Scala. All color pictorial of Long Island R.R. 152pp hard $31.95
The Diesel Years (5221), Olmsted. Pictorial sampling Sharks to EMDs. 160pp hard $20.95
Dinner in the Diner (6856), Holister. Great recipies of food from famous trains. 144pp hard $15.95
Donner Pass (5245), Signor. Photos and history of SP's Sierra crossing. 290pp hard.....$47.95
Down Along the old Bel-Del ((2477), Warren Lee. History of PRR's Delaware River line. 366pp hard $34.95
Duneland Electric (7107), Kaplan. Story and superb photos of CSS&SB. 114pp soft.....$19.95
East Broad Top (5155), Rainey & Kyper. History of Pennsylvania's famous narrow gauge. 256pp hard $36.95
East Broad Top to Mines and Back (C40), Grenard & Kramer. Superb EBT pictorial. 82pp soft $9.95
Electric Railway Pioneer (2868), Demoro. Northwestern Pacific commuters and ferries. 130pp hard.....$24.95
Encyclopedia of North American Railroading (1210), Hubbard. Data and pix. 378pp hard $59.95
Encyclopedia of Western Railroad History (1175), Robertson. Arizona, N.M., Nev. and Utah. 318pp hard $34.95
Erie Lackawanna (5603), Pennisi. Pre-Conrail railfan pictorial. 88pp soft, color cover $6.50
Erie Lackawanna Memories (1785), Preston Cook. Magnificent all-color pictorial of EL action. 128pp hard $35.95
Erie Power (6659), Staufer & Westing. Erie steam and diesel pix and data to 1970. 448pp hard $45.00
Evening Before the Diesel (5451), Foss. GTW steam to diesel. 444pp hard $49.95
Everywhere West—Burlington Route (2757), Dorin. The CB&Q up to BN merger. 176pp soft.....$19.95
Extra South (C53), H. Reid. Second Edition of classic study of Southern railroading. 144pp soft $21.95
Famous Steam Locomotives (5450), Cook. Action and stories of great locos. 96pp soft $9.00
Fiddletown & Copperopolis (2489), Fallberg. Classic Railroad Mag. cartoon series 144pp soft.....$9.95
4449 Souvenir Album (1249), Lots of color in official souvenir of 1984 New Orleans trip. 30pp soft $7.00
Frisco Diesel Power (2880), Marre & Harper. SL-SF diesel history, roster and photos. 148pp hard $28.95
Frisco Southwest (6002), McCall & Schultz. SL-SF steam and diesel pictorial. 120pp soft. $16.95
F-Units (1990), Mulhearn & Taibi. Coast-to-coast pictorial of EMD FTs to FL9s. 82pp soft.....$9.95
Georgia Railroad Album (1490), Beckum & Langley. Steam/diesel action and equipment. 74pp soft $10.95
Grand Trunk Heritage (C66), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft.....$11.95
Great American Scenic Railroads (1995), Berger & Reid. All-color pictorial of tourist lines. 114pp soft $12.95
The Great Yellow Fleet (5247), White. Illustrated history of refrigerator cars. 186pp hard $44.50
The Green Machines (5915), Olmsted. Action pictorial of BN in Midwest. 128pp hard $33.00
Growing Up with Trains (2864), Steinheimer & Sims. Southern Cal. pictorial. 112pp soft.....$16.95
Growing Up with Trains-II (2871), Steinheimer & Benson. Northern California Railfanning. 112pp soft.....$18.95
The Heisler Locomotive, 1891-1941 (3150), Kline. Detailed history of Heislers. 200pp hard $20.00
The High Plains Route (5734), Kistler & Reisdorff. The CB&Q McCook Division. 112pp soft.....$20.00
Historic Alpine Tunnel (5405), Dow Helmers. Full history and pix of Colorado classic. 208pp soft.....$14.50
History of St. Louis Car Co. (5560), Young & Provenzo Trolley builder. 302pp hard $30.00
Ida Was a Tramp (7300), Quinby. Steamship and railroad lore intermixed. 278pp hard $10.00
Illustrated Modern Freight Cars of North America (8308), Kerr. Builders photos. 122pp soft.....$22.95
Interurban Interlude (01002), Quinby History of North Jersey Rapid Transit. 92pp hard $12.00
Iron Horses Across the Garden State (1480), Rosenbaum & Gallo. New York-Philly passenger trains. 82pp soft$12.95
Iron Horses to Promontory (5205), Best. Tribute to the Golden Spike. 208pp hard $26.95
The Jersey Central (5604), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft.....$6.00
Katy Northwest (5703), Hofsommer. Sensitive study of an MKT branchline. 320pp hard $26.95
Katy Southwest (6005), McCall & Schultz. Steam and diesel pictorial. 144pp soft.....$24.95
The Key Route, Part 2 (2884), Demoro. Interurbans and ferries across San Francisco Bay. 168pp hard $31.95
Kinsey Photographer: The Locomotive Portraits (2525), Bohn & Petschek. Superb logging. 144pp hard.....$35.00
Lackawanna Heritage 1947-52 (C51), Krause & Crist. DL&W steam/diesel pictorial. 50pp soft $7.95
Last of Steam (5513), Collias. Pictorial of U.S. steam in the 1950s. 260pp hard $27.50
Last of the Great Stations (2854), Bradley. Study of Los Angeles Union Pass. Term. 110pp soft $11.95
The Last Whistle (5552), Warner. Cliff hugging RR south of San Francisco. $19.95
Laurel Line (2882), Henwood & Muncie. Lackawanna & Wyoming Valley interurban history. 210pp hard $34.95
Lehigh & Hudson River, Vol. 1 (C55), Crist. L&HR pictorial, Allentown to Franklin. 48pp soft.....$8.95
Lehigh & Hudson River, Vol. 2 (C56), Crist. L&HR pictorial, Franklin to Maybrook. 48pp soft.....$8.95
Lehigh & New England (C41), Crist & Krause. Beautiful steam & diesel pictorial. 82pp soft $9.95
Lehigh Valley R.R. Passenger Cars (5605), Mickey & Warfel. 64 17" x 11" pp soft.....$13.95
Lima, The History (2776), Hirsimaki. Handsome history of Lima Locomotive Works. 352pp hard.....$38.50
The Little Jewel (1290), Abbey. History and motive power of Soo line. 216pp hard.....$39.00
Little Railways of the World (5508), Shaw. Talyllin and other narrow gauge lines. 270pp hard $14.95
Locomotives of the Duluth, Missabe & Iron Range (4004), King. DM&IR steam & diesel. 320pp hard $39.50
Long Island Electric Heritage (C50), Ziel & Krause. Heavy electrics and m.u.s on LIRR. 68pp soft $7.95
Long Island Rail Road (C34), Kramer & Krause. Pictorial of steam and diesel action. 96pp soft $14.95
Long Island Rail Road Memories (1988), Harrison. Autobiography of engineer. 68pp soft.....$6.95
Mallets on the Mendocino Coast (2887) Wurm. Handsome study of Caspar Lumber Co. 136pp hard.....$28.95
Many Faces of the Pennsy K-4 (1831), Pennypacker & Staufer. PRR's famous 4-6-2. 178pp soft.....$21.95
Matches, Flumes & Rails (6870), Stephens. Butte County RR logging road, photos, maps $17.95
Memories of O&W Power (3180), Carleton. Steam and diesel of NYO&W. 72pp soft $10.95
The Mighty 800s (1217), Kratville. Story of the UP 4-8-4s. 144pp hard $28.50
Milwaukee Road East (5568), Dorin. Illustrated study of CMStP&P east of Harlowton. 176pp soft.....$19.95
Milwaukee Road West (5569), Wood. Illustrated study of CMStP&P west of Harlowton. 192pp soft.....$19.95
A Milwaukee Transport Era-The Trackless Trolley Years (2859), Schultz. 132pp soft $13.95
The ML2 Story (1275), Bermingham. Australia's EMD/Clyde double-ended F-units. 108pp hard.....$20.00
Monon Route (5559), Hilton. History and photos of Indiana's own railroad. 322pp hard $30.00
Morristown & Erie Ry. (5609), Pennisi. Pictorial study of modern M&E. 48pp soft $8.95
The Movie Railroads (5002), Jensen. Pix and data on trains in movies. 258pp hard $34.95
Narrow Gauge to the Redwoods (6849), Wurm & Graves. N. Pacific Coast & ferries. 170pp hard.....$18.95
New England Shortlines (1990), Nelligan. Photo stories on short lines. 50pp soft.....$6.00
New Hampshire and Vermont Railroads (1151), Ron Johnson. Scenic action pictorial. 80pp soft $9.95
The New Susquehanna, Great Spots for Shots (1101), Povall. Railfan guide to NYS&W. 34pp soft $5.95
New York Central: Gone But Not Forgotten (1377), Cavanaugh. NYC in full color. 168pp hard.....$37.95

depot

on MasterCard or VISA!

Norfolk & Western Giant of Steam (5711), Lewis Jeffries. N&W steam pictorial 250pp hard $39.95
Norfolk & Western Steam (1986), Rosenberg & Archer. Data of last 25 years of N&W steam 94pp soft .. $9.95
North American Hudsons (5733), Stagner Comparing all of America's 4-6-4s 108pp soft $20.00
Northern Pacific Supersteam Era 1925-1945 (5251), Frey & Schrenk. NP's big steam power. 226pp hard. $44.95
North Shore (5169), Middleton. Excellent pix, maps and history. 130pp hard $19.95
The O&W (5501), Helmer. Classic illustrated history of NYO&W 212pp hard $15.00
Pacific Coast Shay (5172), Ranger. From origin of the Shay to Pacific Coast type. 112pp hard $16.95
Passenger Train Consists of 1970s (6783), Wayner. U.S., Canada & Mexico. 58pp soft $4.95
The PCC Car, An American Original (2886), Kashin & Demoro. Illustrated history of PCC trolley. 202pp hard .$34.95
Penn Central (5608), Pennisi. "The Northeast Railroad Scene, Vol.6" pictorial. 74pp soft. $9.95
Pennsylvania R.R.—1940s-1950s (1476), Ball. Magnificent PRR in full color. 204pp hard $45.00
Pennsylvania-Reading Seashore Lines (2251), Kramer. Pix and history. 106pp soft $13.95
Pennsy Power (6652), Staufer. PRR steam & electrics data and pix. Color calendars. 236pp hard $35.00
Pennsy Power II (6653), Staufer. PRR diesel, electrics and some steam. 350pp hard $35.00
The Peoria Way (5910), Olmsted. Toledo, Peoria & Western pictorial from 1960s. 130pp hard $29.95
Pere Marquette Power (1511), Million & Dixon. Excellent illustrated steam/diesel roster. 244pp soft $23.95
Pino Grande (6872), Polkinghorn. Michigan-California Lumber Company logging roads. 178pp hard $29.95
Pittsburgh & Lake Erie (5238), McLean. Photos, maps and history of P&LE. 240pp hard. $32.95
Portrait of a Silver Lady (5702), MacGregor & Benson. California Zephyrhistory. 358pp hard. $39.00
Prune Country Railroading (5732), Holmes. The San Francisco & San Jose R.R. 194pp hard. $34.95
The Putnam Division (1987), Gallo and Kramer. History and pix of NYC's "Put." 82pp soft $8.95
Railroad Stations of New England Today (5606), Beauregard. B&M depot pix. 72pp soft $7.95
Railroads of Arizona (5554), Myrick. Southern Arizona's railways. 480pp, 542 illus, maps $34.50
Railroads of Arizona, Vol.3 (2873), Myrick. Copper mines and short lines. 344pp hard $44.95
Railroads of Kansas City (5455), Lynch. Steam and diesel in K.C. 144pp soft $14.95
Railroads of Mexico, Vol.1 (2575), Franco. The Mexican Ry., narrow gauge to electrics. 224pp hard $39.00
Railroad that Lighted Southern California (6853), Johnston. The San Joaquin & Eastern. 128pp $15.50
Rails Across the Tundra (1232), Cohen. Alaska Railroad historical album. 146pp soft $9.95
Rails Along the Hudson (1981), Crawford and Kramer. NYC pictorial. 98pp soft $8.95
Rails Around Gotham (3178), Carleton. Steam-diesel pictorial of N.Y.-N.J. railroads. 320pp hard $35.00
Rails in Richmond (2885), McKenney. Illustrated history of trolleys in Richmond, Va. 192pp hard $32.95
Rails in the Shadow of Mt.Shasta (5566), Signor. History of SP Shasta Div. 262pp hard $39.95
Rails 'Neath the Palms (5003) Mann. Pictorial history of Florida's railroads. 220pp hard. $29.95
Rails, Sagebrush & Pine (5223), Ferrell. Oregon's narrow gauge Sumpter Valley. 128pp hard $21.95
Rails Through Dixie (5152), Krause & Reid. Steam and short lines in the South in photos. 176pp hard $21.95
Red Arrow (2868), DeGraw. 100 years of Philadelphia Suburban Transportation traction. 192pp hard. $31.95
Red Car Days (2872), Long. Pictorial memories of Pacific Electric. 66pp soft $11.95
Redwood Lumber Industry (5240), Carranco. Logging, milling and transporting Redwoods. 218pp hard. ... $17.50
The Remarkable GG1 (1979), Zimmermann. Illustrated story of GG1 electrics. 72pp soft $6.95
Ride the Big Red Cars (6840), Crump. Narrative history of the Pacific Electric. 240pp hard $24.95
Rio Grande Diesels: Pictorial History (5726), Strapac. D&RGW first generation diesels. 112pp soft $19.95
Rio Grande Diesels, Vol.2 (5730), Strapac. Hood units from 1950 to SD40T-2s. 114pp soft $19.95
Rio Grande Narrow Gauge Recollections (2490), Norwood. True tales of the D&RGW. 272pp hard $38.95
Rio Grande Ski Train (5731), Patterson & Forrest. History and photos. 64pp soft $8.95

NEW ARRIVALS

Colorado & Southern (1237), Grenard. A pictorial of the standard gauge 68pp soft $12.95
Echos Down the Canyon (2530), Benson. Magnificent study of WP 1968-1986. 68pp hard $24.95
Ed Nowak's New York Central (7106), Nowak & Zimmermann NYC's official photographer. 150pp soft $22.00
Howard Fogg and the Diesel Image (1261), Scala. Full color of Fogg's diesel art. 178pp hard $39.95
Norfolk & Western's A and J (1236), Warden. Pictorial of N&W 2-6-6-4s and 4-8-4s 68pp soft $12.95
Penn Central Power (2510), Yanosey. Complete pictorial roster of Penn Central 250pp hard $45.00
The Reading's T-1, An Unusual Northern (1235), Dirkes. Pictorial of Readinig 4-8-4s. 68pp soft $12.95
Remember the Rock (1234), Hastings. Pictorial of RI's last years. 68pp soft $9.95
Southern Motive Power Pictorial (2520), Withers & Sink. Southern Ry. photo roster. 240pp hard $32.95
Susquehanna: From Shortlines to Stackpacks (6370), Karlewicz and Hartley. NYS&W pictorial,108pp soft. $23.95
A Time of Trains (1477), Plowden. Superb b&w steam era pictorial. 162pp hard $45.00
***Zephyrs* Thru The Rockies (5771),** Edmonson & Goodheart. Color CZ/RGZ pictorial. 128pp hard $39.95

Rio Grande Steam Locomotives, Standard Gauge (2485), Heimburger. D&RGW. 200pp hard $23.95
Rio Grande West (5725), Hill "A Contemporary Glimpse" D&RGW pictorial. 80pp soft $9.75
Rip Van Winkle Railroads (5544), Helmer. Picturesque Catskill Mountain short lines. Hard $19.95
The Rogers Locomotive Catalog, 1876 (1280), Quality reprint of 1876 catalog 150pp soft $7.95
Route of the Erie Limited (C57), Dirkes. Pictorial of Erie passenger trains 48pp soft $7.95
Route of the Minuteman (1984), Nelligan & Hartley. Boston & Maine action 1969-1979 68pp soft. $5.00
Route of the Phoebe Snow (1100), King. Illustrated history of DL&W. 184pp soft $20.00
Route of the Warbonnets (5900), McMillan. Railfan pictorial of AT&SF action. 176pp hard $27.95
St.Louis Car Co. Album (2876), Young. Company photos described. 160pp hard $29.95
San Diego & Arizona, The Impossible Railroad (2878), Hanft. SD&AE history and pix. 226pp hard $34.95
Sante Fe (5163), Duke & Kistler. A must for all ATSF buffs. 184pp, maps, photos, paintings $22.95
Santa Fe Depots, The Western Lines (6004), Ponds. AT&SF depot history & pix. 240pp hard. $49.95
Santa Fe Motive Power (5912), McMillan. Illustrated AT&SF roster as of October 1985. 168pp hard $39.95
Santa Fe Passenger Consists-Jan.1937 (6797), Wayner. Car names, photos & consists. 54pp soft $7.95
Santa Fe Streamliners (1996), Zimmermann. *Super Chief* to Amtrak. 112pp soft $14.95
Seaboard Coast Line (C46), Warren & Clark. SCL action in Florida. 116pp soft $15.95
Search for Steam (5561), Collias. Steam in the 1950s; Collias at his best. 360pp hard $29.95
The Seashore's Finest Train (1481), Rosenbaum & Gallo. Story of CNJ's "Blue Comet." 62pp soft. $9.95
Sherman Hill (5402), Eherberger and Gschwind. History and pix. 130pp soft $16.95
Short Line to Cripple Creek (5728), Wilkins. Colo. Springs & Cripple Creek District. 180pp hard $24.95
Silver San Juan (5706), Mallory Hope Ferrell. Superb study of Rio Grande Southern. 644pp hard. $49.95
Slim Rails Through the Sand (6848), Turner. Illus. history of SP narrow gauge. 106pp soft. $13.95
Snowplow (5537), Gerald M. Best. Snowplows and snowsheds on the SP.120pp hard. $24.95
Southern Pacific 1901-1985 (5248), Hofsommer. Scholarly and illustrated history of SP. 374pp hard $44.50
Southern Pacific Dieselization (4005), Garmany. Illus. history of diesels on the SP. 420pp hard $49.50
Southern Pacific Narrow Gauge (4006), Ferrell. Pictorial hostory of SP's "Slim Princess." 272pp hard $32.50
Southern Pacific of Mexico (5249), Signor & Kirchner. Illustrated history of SPdeM/FCP. 170pp hard $39.95
Southern Pacific Review 1952-82 (5727), Strapac. SP steam and diesel features. 128pp soft $17.95
South Pacific Coast, A Centennial (5456), MacGregor & Truesdale. Bay Area narrow gauge. 352pp hard. ... $34.95
Spirit of the South Shore (2488), Raia. Pictorial with photo roster of CSS&SB. 82pp soft $11.95
Spokane,Portland & Seattle (2752), Wood. Illustrated history of SP&S. 160pp soft $19.95
Steaming Up (5153), Samuel Vauclain. The story of Baldwin. 320pp 6 x 9 hard $15.95
Steam Locomotives of the Frisco Line (5705), Stagner. History and pix of SLSF steam. 136pp soft $17.95
Steam Power of the New York Central (6651), Staufer. Modern power 1915-1955. 224pp hard $30.00
Steam, Steel & Limiteds (1218), Kratville. A passenger train classic back in print. 224pp hard. $45.00
Super-Power Steam Locomotives (5192), Cook. Photos and history of Lima Loco Works. 144pp hard $20.95
Susquehanna (C38), Krause & Crist. History and pictorial of NYS&W before Delaware Otsego. 100pp soft. $12.00
Tehachapi (5242), Signor. Beautiful history of Tehachapi loop. 272pp hard $44.95
They Felled the Redwoods (6844), Johnston. The Sierra redwoods and railroads. 160pp hard $19.95
Thoroughbreds (6655), Staufer & May. The illustrated history of NYC 4-6-4s. 352pp hard $35.00
Thunder in the Mountains (6860), Johnston. The Madera Sugar Pine Co. of California. Hard. $14.95
Thunder Lake Narrow Gauge (9823), Huston. Wisconsin's last narrow gauge logging line. Hard $12.50
Tracks, Tires & Wires (2860), McCaleb. Santa Clara Valley. 176pp hard $27.95
Traction Classics, Volume 1 (5243), Middleton. Illustrated study of interurban cars. 258pp hard. $40.95
Traction Classics, Volume 2 (5246), Middleton. Interurban luxury and specialty cars. Hardcover. $35.95
Train Freqs (1415), Pro Custom Hobbies. Railroad radio frequency list. Soft. $6.95
Trains of the Northeast Corridor (1989), Nelligan & Hartley. NH/PRR/Amtrak. 98pp soft $9.95
The Trolley Titans (2861), Carson. Atlanta's transit from mule cars to metro. 188pp hard. $27.95
Trolley to the Past (2865), Young. Guide to trolley museums in U.S.A. 160pp soft $19.95
26 Miles to Jersey City (5607), Komelski. Pictorial of CNJ depots. 62pp soft. $8.95
Union Pacific Mainline West (5735), Botkin, Hand & Hill. Unlimited Power pictorial. 80pp soft. $11.95
UP Motive Power Review 1968-77 (5406), Hol Wagner. Rosters and features. 120pp soft $11.95
Vancouver Island Railroads (5214), Turner. Main lines to loggers, yesterday and today. 170pp hard. $21.95
Wabash (2487), Heimburger. Wabash railroad history, equipment and photos. 320pp hard $38.95
Western Maryland Steam in the Alleghenies (C37), Grenard & Krause. Action pictorial. 84pp soft $9.95
Wheels Rolling-West (1775), Styffe & Benson. Revised second printing Western pictorial. 80pp hard $17.50
When Eastern Michigan Rode the Rails II (2890), Schramm & Henning. The Rapid Railway. 224pp hard. .$28.95
Whistle Blows No More (2874), Johnston. Rail logging in Sierra Nevada. 160pp hard. $25.95

Carstens Publications, Inc.
P.O. Box 700
Newton, N.J. 07860

I am enclosing check or money order for $ .....
Please send me the books I have indicated below.
(If you do not wish to cut this magazine, print or type titles and numbers on a sheet of paper.)

NOTE: Please add $1.00 postage and handling on orders under $10.00
Orders outside U.S.A. add 20% of order for insured shipping

And you can charge it on your MasterCard or VISA!

Dept. 5820

Name

Street

City, State, Zip

Charge to: ☐ MasterCard ☐ VISA

CARD NUMBER ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ EXP. DATE ____

SIGNATURE ____

Please print or type legibly. N.J. residents add 6% sales tax.

KODACHROMES CHARLES BOHI

(Continued from page 33)

the Pollock Sub from Wishek to Ashley, a 20-mile stub of the line which originally extended another 47 miles to Pollock, South Dakota. The last revenue train west of Ashley ran in the spring of 1987, and the line to Pollock was abandoned the following September.

The Missouri River Sub

The line from Bismarck to Drake is worked by two trains a week that originate from Bismarck and Harvey and meet in the middle at Max to swap consists. Two units, in addition to the one that comes from Hankinson on Monday, are normally assigned to Bismarck. On Monday and Thursday this power runs the 94 miles up to Max, gathering grain loads as it goes. After meeting the job in from Harvey and Drake, it lays overnight at Max and heads out on Tuesday and Friday to return to Bismarck, peddling empties for the elevators along the way. These trains get under way about 8:00 each morning.

Harvey, on the Portal main line 23 miles southeast of Drake, is a division point for the Portal and Carrington Subdivisions, handling about two through trains each way a day plus a couple of unit coal trains and a smattering of potash and grain extras throughout the week (six-motor power is common here, incidentally). The business is primarily through traffic via the Canadian Pacific at Portal. Like Hankinson, Harvey has a handsome old wooden roundhouse facing a modest turntable.

Besides being a main line terminal, Harvey is the home base for crews that run to Max and New Town. With their morning call times from Harvey determined by the expected time the Bismarck job would get to Max, the turns would depart on Mondays and Thursdays. Like the Bismarck crews, they would lay over in Max and return the following days. Using a unit brought in from Harvey, a train would operate the New Town Sub out of Max on Tuesdays. The line is 63 miles from Max to New Town (originally named Sanish) and includes a spur to Plaza. The job lays over in New Town and returns to Max on Wednesdays.

Railfanning the branches

Because these trains serve shippers dependent on the vagaries of world agricultural markets, these operations are subject to drastic alteration if the situation demands, though the basic pattern is maintained year-around. For operations on a specific day, operators at Hankinson, Bismarck and Harvey are

good sources of information. Maintenance of Way employees on the line will also usually know what trains are running. The Soo Line is justly proud of its reputation as a neighborly railroad, so responsible railfans usually get a friendly reception.

Low speed limits and generally good roads make chasing these trains easy. Aside from some 40 m.p.h. track between Drake and Butte and the first 50 miles of the New Town line west of Max, timetable speed limits are 25 m.p.h. or less. Because of an exceptionally wet spring, many miles of these branches were restricted to 10 m.p.h. in the summer of 1987.

The best photo locations are in the rough country of the "Coteau du Missouri," a range of hills that separates the Missouri River watershed on the west from those of the James and Sheyenne Rivers to the east. The line to Wishek begins its climb into this formation at Merricourt, 92 miles west of Hankinson. The rough country between Lehr, 125 miles west, and Wishek is particularly scenic. On the line from Drake to Max, the undulating Coteau country creates some interesting curves just east of Butte. Overhead bridges at Max and Washburn also offer good photo locations.

Though much has changed since the Minneapolis flour mill owners decided to back an invasion of Jim Hill's North Dakota domain, the branches in central North Dakota are still filling their intended purpose: gathering grain. Because of the large elevators at on-line towns, it appears that these branches are fairly secure for the near-term. Less sure is the continued presence of the ex-Milwaukee GP40s. While they remain, however, orange and black diesels of this "fallen flag" railroad will add yet another reason to follow the Soo Line's trains through the interesting country of the Coteau du Missouri.

IN THE GRAIN COUNTRY of North Dakota, former Milwaukee Road GP40 2020 idles in the morning sun at Wishek on July 3, 1987, ready to work eastward on the Soo Line's Wishek Subdivision to Hankinson. Dropping down from the Coteau du Missouri hills in the background (opposite top), the 2020 and train pass the abandoned elevators at Merricourt and then at Monango Crossing cross the right-of-way of the abandoned Milwaukee Road line (below) from Aberdeen to Edgeley. At twilight on July 12 (opposite bottom) two Milwaukee GP40s and two Soo GP38s idle at the roundhouse at Hankinson. The next day, three units will run to Wishek while the fourth makes an extra turn to Oakes.

Carl Loucks

...SELLING RAILROAD TIMETABLES

199 Wayland St., North Haven, CT 06473

SPECIALS OF THE MONTH...
a few of the more than 100,000 items in our stock. We do NOT sell any reprints. All are original railroad issue.

You'll learn about railroad operations from these....

RULE BOOK –
SEABOARD SYSTEM 1984. Over 200 pages with operating, signal and communications rules.
Hard Cover Binder ..... $20.

CONDUCTOR'S INSTRUCTIONS: – Amtrak 1981. Fare Rules, Safety Rules, Operating Rules, PA Announcements, etc. 200+ pages, Hard Cover three ring Binder ..... $20.

AMTRAK EMPLOYEE TIMETABLE: Northeast Corridor, Schedules, Instructions, maps, Over 400 pages, Binder ..... $20.

EMPLOYEE TIMETABLES: Line by line trackage, instructions, speeds etc.....

CN-Prarie 1986	$ 8.
GTW-System 1982	$ 6.
ICG-Midwest 1983	$ 6.
MILWAUKEE RD Syst-82	$10.
N & W-Pocahontas 1981	$ 6.
NS-Crescent 1987	$ 8.
PRR-Eastern 1965	$ 8.
PC-Eastern 1971	$ 8.
SBD-Florence 1984	$ 6.
SBD-Nashville 1985	$ 6.
SBD-Raleigh 1985	$ 6.
SOO-SYSTEM 1986	$10.
SSW-Kansas City 1981	$ 8.
SP-Eastern 1986	$ 8.
SP-Northern 1986	$ 8.
UP-System (with MP) 1986	$ 8.

PUBLIC TIMETABLE SPECIAL:
The history of your favorite road told in timetables. One from the 1940s, one from the 1950s, one from the 1960s...3 System timetables for only $12.00. Choose from ATSF,ACL,CB&Q, MILW,CRIP,CV,C&O,B&O,IC,GN,NH, NYC,N&W,NP,PRR,SAL,SOU,UP. Six sets for $60.00

EMPLOYEE TIMETABLE STARTER KIT: Ideal for the new collector. Ten employee timetables, hours of interesting reading about railroad operations. One each from the SP, UP,ICG,SCL,SOU,ATSF,BN,MP, ROCK ISLAND, and CP. All ten for $25.00.

Our monthly catalogue lists hundreds of items. No charge, sent with each order, or send a SSAE.

Carl Loucks

...SELLING RAILROAD TIMETABLES

199 Wayland St., North Haven, CT 06473

Markers

BY JIM BOYD

JIM BOYD

ROCK ISLAND U25B 203 was only two months old here at Silvis, Ill., on July 20, 1963. This was Boyd's first look at a U25B and the first time he heard them called "U-Boats."

Remembering U-Boats

David Lustig hung a little zinger on the end of his manuscript about the SP's U-Boat fleet. Permit me to quote.

"How can you tell how old a railfan is? Ask to look at his photo collection. If there's a picture of him as a teenager standing next to a brand spanking new U25B and on the back of the print it says, 'The first run of SP 7503,' then you know he's been around a while. But don't tell that to him. He still thinks it was just yesterday."

David, I know the feeling. I can remember my very first look at a U25B in the flesh. It was at Silvis, Illinois (how prophetic a location), when it was a vital part of a Rock Island that was still buying new locomotives.

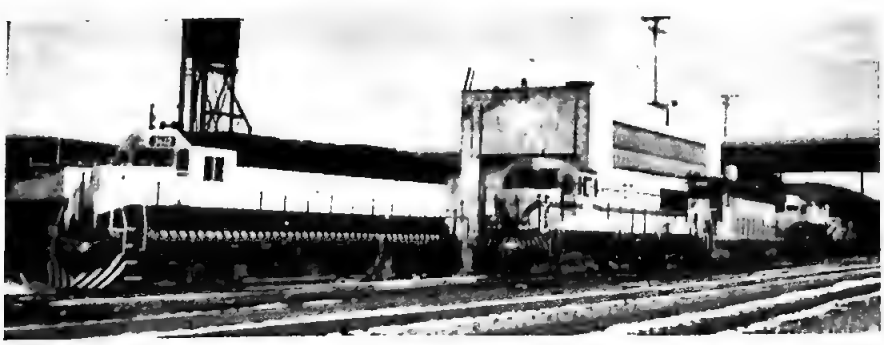
Alongside me was a friend railfan who also happened to turn up there that day, Phil Weibler (probably best known for his incredible 29½" tall vertical shot of a C&O 2-6-6-6 spread across the title page of Kalmbach's *Steam's Finest Hour* of 1959). Phil was the first person I heard use the term "U-Boat" for a U25B. Aside from the name, the thing I remember best about our conversation was his observation that "it sure is a shame to paint such nice engines weathered maroon."

I suspect that anyone who was railfanning in the early 1960s when the U25Bs were new can remember their first encounters with the unusual newcomers. I never saw any of the demonstrators in GE livery, though I'm sure a check of my Frisco or UP high-nose slides would reveal ex-demonstrators.

The first time I really heard a U-Boat flat-out was when a lone Rock Island U25B dug into an eastbound freight at Joliet, Illinois. He clattered across the Santa Fe and GM&O diamonds and then skinned back the throttle, erupting with black smoke and a "pure GE" sound that nothing has ever quite managed to equal since. That "stalk-chopper" hammered its exhaust off the buildings along the track, and the echoes intensified the "*rap-rap-rap*" sound.

Scanning the builder's list of U25Bs, it is comforting to realize that I managed to photograph at least one example of a U25B from each of the original owners, with the exception of the demonstrators. I began shooting

MAINE CENTRAL U25B 229 was shuffling an NYS&W BN SD45 and Alco C430 at Binghamton, N.Y., on November 22, 1986. Guilford's ex-RI units are the last active fleet of unmodified U25Bs.



MIKE DEL VECCHIO

color slides seriously about 1962 and "grew up" with the U25Bs in a way. I remember the Santa Fe's as 1600s and not 6600s (and the GP20s that overwhelmed the Illinois Division at the time will always be 1100s to me no matter how many times Topeka chooses to rebuild and renumber them).

I never knew the Southern Pacifics as "7500s," for they were already 6700s by the time I first saw them on the Cotton Belt in 1968. But one of the units I specifically remember during my days with EMD was Lustig's "7503," which as the 6703 was the trailing unit in a consist I was riding from Pine Bluff to Texarkana. It was my first chance to ride a U25B at speed, and I went back to see what it was like—it didn't seem much different from any other diesel at the time.

It's hard to believe that I've nearly outlived the U25B. It was so shiny new and "original" just yesterday. Somebody called up the other day and announced with breathless amazement that he'd just seen a "genuine ex-L&N U25B" on a Chessie train somewhere. The L&N U25Bs in Cincinnati that got so much publicity a few years ago were probably the last ones in service for their original owners, and I guess any stragglers still churning it up for CSX would have to qualify for the honor of being the last.

They will probably be outlived, however, by the Maine Central's ex-Rock Islands still in service on Guilford. After that, the only U25Bs will be found in museums; the first to be restored, of course, is the New Haven 2525 at the Connecticut Valley Railroad Museum. *Extra 2200 South* recently did a survey of preserved diesels and turned up only four preserved U25Bs. In addition to CVRM's NH 2525, New York Central 2500 is in the hands of the Lakeshore Chapter NRHS, NYC 2510 is owned by the Mohawk & Hudson Chapter NRHS, and Milwaukee Road 388 is in the Feather River Rail Society museum at Portola along with Western Pacific U30B 751. Of course, the SP 3100 has been promised to the Orange Empire Railway Museum in Perris, California.

I guess the story of U25B can best be summed up by the accompanying photo taken by Mike Del Vecchio at Binghamton, N.Y., on November 22, 1987. It shows a New York, Susquehanna & Western yard crew using borrowed Maine Central U25B 229 (originally Rock Island) to spot NYS&W's Burlington Northern SD45 6515 (an original BN, soon to be NYS&W 3628) and NYS&W Alco C430 3000 (NYC 2050) alongside freshly painted yellow NYS&W SD45 3612 (formerly NYS&W 6362; ordered as NP 3638 but delivered as BN 6480).

Heck, I can remember when the only "second-hand" chop-nosed power would have had to have been ex-demonstrators.

R&R's "Cover One" Contest

How would you like to have your favorite photo on the front cover of R&R? The usual way to "get a cover" is to write a feature article and include a good vertical. But for one issue we'll change the rules.

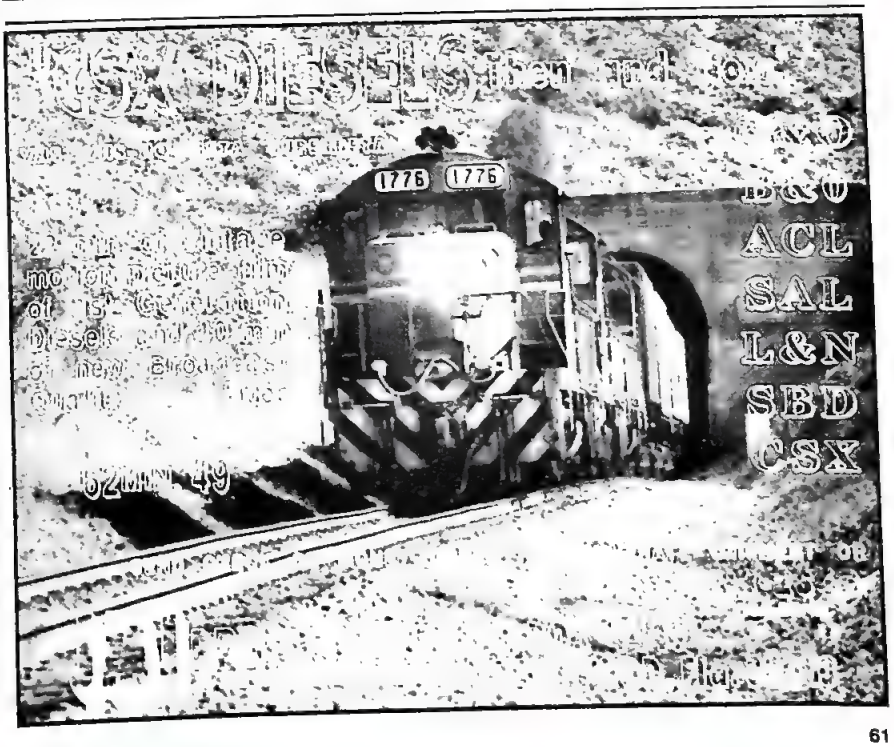
In late July the National Railway Historical Society will be holding its 1988 National Convention here in New Jersey, hosted by the Tri-State Chapter, of which the R&R editors are members. In conjunction with the convention we will hold an "R&R Cover One Contest," with the First Prize being, you guessed it, your photo on the front cover of the November 1988 issue containing the con-

Take A Ride With VideoRails™
Producer of Award-Winning Video Programs
Video Cassettes - VHS or BETA

Spectacular Full Color and Sound!
Write or call for free Color Brochure:
VideoRails • P.O. Box 80001 • San Diego, CA 92138
1-800-262-2776 • 1-619-581-0303

TRAIN FREQS
$6.95 PPD. BOOKLET
Lists North American RR Frequencies.
CRYSTALS: We stock EVERY RR frequency for ALL makes . . . $5.95 ea.
All phone orders expedited.
CHOICE MC VISA UPS $2.71
ProCustom HOBBIES, INC.
721 Frederick Road
Catonsville, Maryland 21228
Exit 13 off I-695 • 10a.m. - 6p.m.
(301)788-8770

CASS Scenic RR Railfan Weekend Spectacular
MAY 20th, 21st & 22nd 1988
Photo Run-Bys, Night Photo Session for Video & 35mm. Join us for 3 Days of Geared Locomotive Action in West Virginia.
WEEKEND TICKET: $45.00 per person. For Information or Reservations Call or Write:
CASS RAILFAN WEEKEND 1988
PO BOX 107, CASS, West Virginia 24927
Phone: Days - 1-800-CALLWVA (ask for Cass)
Nights - (304) 456-4362
CASS RAILFAN WEEKEND 1988



RAILROAD HERALDS
As Reviewed In September '84 RAILFAN
Colorfully reproduced in polyurethane plastic from handcrafted wood carvings. Over 30 to choose from, large 17"x14" format, includes shipping
ONLY $17.95 EACH
SEND TO Rail Plaque 1022 Wesley Oak Park, IL 60304 FOR FREE BROCHURE
GREAT NORTHERN RAILWAY
CHICAGO NORTH WESTERN SYSTEM
MISSOURI PACIFIC LINES

PENNSYLVANIA RAILROAD
CHINA
Right Track Trading Co.
BOX 186, STRASBURG, PA. 17579

Description	Price ea.	pc.
6 oz. Juice Glass ... NEW!	$2.75	4 for $9.00
13½ oz. Double Old Fashioned	$3.50	4 for $12.00
12½ oz. Beverage	$3.00	4 for $10.00
Soup/Cereal Plate		$19.50
Cup and Saucer		$24.00
9" Plate		$18.00
7¼" Plate		$15.00
5¾" Plate		$10.00
5¾" Fruit Dish		$12.50
6 pc. Place Setting (includes 1s, 3, 4, 5 & 6)		$75.00
2 Place Settings		$130.00
4 Place Settings		$250.00

SHIPPING:

Order Total	Shipping
$0 - $20.00	$3.00
$20.01 - $50.00	$4.00
$50.01 - $100.00	$5.00
Over $100.00	$6.00

Alaska, Hawaii and Canada residents double shipping amount.
Overseas residents triple shipping amount.
ORDERING INFORMATION: If paying by check, please allow 4-6 weeks for delivery. PA Residents Add 6% Sales Tax.
Reproduction—All Pieces Backstamped. For information, call 717-464-2041 (Evenings). VISA and MasterCard accepted.

RAILFAN & RAILROAD . . .
Subscribe Today!

vention feature. We will also feature the winner in our WE'D LIKE YOU TO MEET... column. The winner and a selection of the runners-up will be prominently displayed at the convention (we will have color prints made for display). A selection of the winners will also be run in the magazine, and cash prizes will be included ($200 for First Place, $100 for Second Place and $50 each for four runners-up). If others are selected for display, they will receive the display prints after the convention. We will return all slides entered, including all winners.

The rules are simple. All entries must be received at the R&R office by June 6, 1988. The photos must be color transparencies in 35mm, 2¼ or 4×5 format. The subject matter may be anything relating to railroading.

The judges will be the R&R editors, and the entries will be judged on how attractive and interesting a cover they will make. This means the overall appeal of the subject matter, how well the photo is composed and how well it is executed (sharpness, exposure, etc.).

The entries will also be judged on how well they "fit" the cover, allowing room for our name across the top and the UPC code box in the lower left corner. These are the considerations we have to keep in mind in selecting any cover—and most of those multiple-photo covers like the one this month are examples of just how hard it is to find a single photo related to something in the magazine that meets those requirements.

To preview how your slide would look on our cover, you can make up a cover "dummy" the same way we do. On a white piece of paper, measure out a rectangle the same size as our cover. Then on a Xerox machine, photocopy any R&R cover and cut out the title block (you can cut out the entire block as a unit, it really isn't necessary to cut out and line up individual letters). Align your photocopy title so it is in the same position as the title on our cover, and then spot the UPC code similarly in the lower left corner. The UPC can be oriented either horizontally (like this month) or vertically (like March 1988). Then tape your "cover flat" on a vertical surface and project your slide *squarely* on the cover with the projector kept level to avoid keystone distortion (no offense, Pennsy fans).

Your slide need not be a vertical if it can be cropped within reason to fit the format. Needless to say, though, the verticals have the advantage of needing less enlargement and will reproduce with better quality. This will be a factor in judging, though not necessarily the most important one.

The purpose of a front cover is to sell the magazine. If we can make it entertaining and informative, so much the better. While we do insist that the cover truthfully reflect the contents of the magazine (in this case, the Cover One Contest winners), it is still the newsstand billboard with which we try to attract the buyer. A "full bleed" photo (that reaches all four edges of the paper) with all the titles and cover lines printed over the image is one widely accepted format, and the one we will use as the basis for this contest. Other very attractive covers can be made using color panels, stripes and artwork, but for this contest we will let the photos work for themselves.

Remember the entries must be in to us by June 6, 1988. Send them to RAILFAN & RAILROAD Cover Contest, P.O. Box 700, Newton, NJ 07860. If you would prefer to submit entries via UPS, Federal Express, Airborne Express or Purolator Courier, the street address is: Fredon-Springdale Road (Phil Harden Road), Off Route 94, Newton NJ 07860.

Switch List

CLASSIFIED ADVERTISING: Rates 39¢ per word, minimum order $4.68. Count all initials, numbers, address components. Zip Code is free and mandatory. Abbreviations (COD, SSAE, rpm, it's, 5x7, 8mm, PO, etc.) count as one word. We must have home or business address for all persons using PO Box numbers. Address all classified ads to: Switch List, RAILFAN & RAILROAD, PO Box 700, Newton, NJ 07860. Ads sent to other departments may be delayed or lost. Payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. All ads will be set in our standard 6 point type with lead in capital letters. All ads subject to approval of the Publisher. Closes 1st of the month, three months preceeding date of issue.

ANNOUNCEMENTS

APRIL 9, LONDON, ONTARIO, FCRS 15TH Annual Slide Trade Day 1 P.M. to 5 P.M., All Saints' Church, 249 Hamilton Road. Still only $2.00. Dealers welcome. Platt, RR#3, Ingersoll, Ontario, N5C 3J6. 488

SPRING RAILROAD DAYS - All day rides on streetcar, interurbans, work equipment and diesel train on historic Municipality of East Troy, Wisconsin Railroad. Railroad Flea Market, (vendor inquiries welcome), 3 continuous video shows from all video producers. Entire gift shop inventory including books & videos on sale. 10 A.M. until 6 P.M. All day admission pass $8.00. Inquire: East Troy Electric Railroad Museum, 222 N. Charles St., Waukesha, WI 53186. 588

RAIL EXPO VII, NJ FESTIVAL OF SHIPS & TRAINS-Model Railroad, Toy Train, Railroadiana and Maritime-Steamship Exhibits and Collectibles. Live steam whistle and horn blast. Slide-A-Thon 1,000,000 35mm color slides for sale and trade, famous dealers. At CRRNJ Terminal, Liberty State Park, Jersey City, NJ, Sunday June 5, 1988, 9:00 A.M. to 5:00 P.M. For information Call 201-823-4983, Communipaw Commemoratives, PO Box 831, Pamrapo Station, Bayonne, NJ 07002-0831. 788

SOUTHWIND LIMITED II EXCURSION, Cleveland/Bellevue to Cincinnati, Ohio, April 15, 16 & 17th, Southern F-7's Tentative Power, optional river boat dinner cruise. Send SSAE to: Mad River & NKP RR Society, Box 42, Bellevue, OH 44811. 488

BOOKS & PUBLICATIONS

100 COPIES RAILROAD MAGAZINE 1937-1946, miscellaneous railroad magazines, soft/hard cover books. List 25¢ to: Larson, Box 210, Sioux Falls, S. D. 57101-0210. 488

UNFINDABLE BOOKS FOUND FREE. For our free and indefatigable search service, just send us your "hard-to-find" book wants. No obligation. Bookfinders General, Inc. Dept. H, Box 837, Madison Square Station, New York, NY 10159-0837. 488

RAILFAN'S BOOK "Steam Train and Morse Telegraph Stories, author Half Century Railroader", $10.95. Erv Parker, 937 West Cedar, Cherokee, IA 51012. 488

BACK ISSUES - Railroad magazines, Trains, Model Railroader, Railroad Model Craftsman, others. SSAE for list. Alker, 1054 Mayflower Ct., Martinsville, NJ 08836. TF

A CENTURY OF PULLMAN CARS, Volume I: Alphabetical List. A classic reference, listing the names of over 21,000 Pullman cars and their essential characteristics (from original Pullman records). Volume I is the Car Finder and the key for identification and quick reference for future Volumes II through V. #10-6715, $49.95. Greenberg Publishing, Sykesville, MD 21784. 301-795-7447. 488

NORTHEASTERN STEAM PHOTOS 3000 1920-50's photos. Send LSSAE for information and sample listings. (your preference) to: Cals Classics, 192 E. River Rd., Nichols, NY 13812. 588

YOU MAY HAVE more money in your pocket then you know! Hundreds of coins worth thousands still in circulation. Coin Guide shows which ones. Send $2.00: Porter's, Box 475, Dept. 1-A, Salem, VA 24153. 588

FOR SALE

FIRST AD! Wide selection of Railroadiana listed. LSSAE to: Brenkman, PO Box 723, Peoria, IL 61652. 588

ORIGINAL DIESEL negatives of various railroads, especially B&O, BN, SP, SF, Soo etc. Please state wants. Richard Anderson 334 South Prindle, Arlington Heights, IL 60004. 488

A LIMITED NUMBER of souvenir items are still available from the 1987 Portland Rail Fair that featured SP 4449 and SP&S 700. "Window to the Past" is high quality, soft-cover book tracing the history of Portland's Union Station and includes many historical photos $4.00. Commemorative cloisonne pin of Union Station, $4.00. Rail Fair 100% cotton T-shirts (S, M, L, only) $5.00. All prices postpaid. Check or MO only, no credit cards. Also available are many other SP 4449 items. Northwest Rail Museum, PO Box 19342, Portland, OR 97208. 488

FOR THE CONNOISSEUR ONLY! 2 1/2" X 3 1/4" black and white negatives of locomotives, streetcars etc. Information from: Advertiser, Post Office Box 1314, San Francisco, 94101. 488

MISCELLANEOUS

STATUE OF LIBERTY authentic copper lapel pin in velvet box with "certificate of authenticity". This lapel pin ingot is crafted entirely of authentic metals from the Statue of Liberty, Ellis Island National Monument. Sears sold these for $25.00, sale $15.00, postpaid. Richmond News, 47 Richmond Street, Providence, R.I. 02903. By the way, buy 2/ $25.00, postpaid. 588

GENUINE OLD STOCK CERTIFICATES, including railroad. 5 for $12.00. Beautiful for framing or collecting. Free price list. John Dowling, 938-A Mohawk Road, East Hamilton, Ontario, Canada, L8T 2S2. 788

Making the best of it

Midnight. *RRRRING!* Ken Karlewicz on the other end of the phone. "Yo, the Batten Kill is running tomorrow, can ya go?...Great, be here at 5:30 a.m."

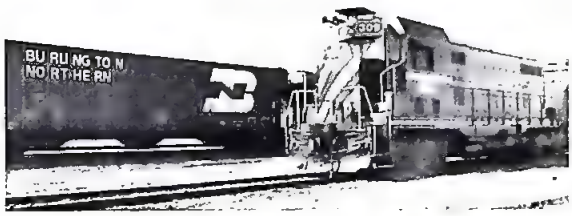
Ungphfff. Ken lives in Pomona, N.Y., about an hour and 15 minutes from home (Dover, N.J.) and the Batten Kill is three hours beyond that, about 20 miles east of Mechanicville, N.Y. It was common (railfan) knowledge that because of the Guilford/ Springfield Terminal strike, many New England short lines were getting very reduced local service, if any at all. The Batten Kill was no exception. Rumors were that the Batten Kill ran its colorful RS3s only once or twice a month and that any train could be its last. That made it worth the 4:00 a.m., +5° departure on Thursday, January 7, 1988.

The Batten Kill Railroad operates a 35 mile line, portions of which date back to the incorporation of the Greenwich & Johnsonville Railroad in 1864. The modern day G&J had been under D&H stewardship until sold to local interests in 1982. The Batten Kill's only interchange is with the B&M main line at Eagle Bridge, N.Y., 21 miles east of Mechanicville. It runs roughly due north 17 miles on a former-D&H branch to Salem. The old G&J picks up with a line west to Greenwich and Thomson. The Batten Kill hauls primarily grain and feed, and the largest on-line customer is a big Agway feed mill about three miles south of the Junction on the former D&H line. New York state funds helped purchase the railroad which is jointly owned by Mohawk & Hudson Transportation Systems (Ron Crowd is president) and Agway. Presently, it is the first and only minority-owned railroad in the state of New York. Railfans probably best remember the Greenwich & Johnsonville for the bright orange RS3 that floated around the D&H a few years ago.

We were greeted at the old G&J station in Greenwich (pronounced *Green*-witch), N.Y., by trainman Bill Tabor who had happened to drive through Eagle Bridge the previous afternoon and had seen cars on the interchange. He called Batten Kill's President Ron Crowd to report his "find," which resulted this day's run. Karlewicz had visited this railroad a few times before and had a photo location in mind that was only accessible by train, and a 20-mile trip on an RS3 was not to be turned down. I was curious as to what a railroad could do to survive during strike conditions such as these, and Ron was willing to share his side of the story.

The labor problems on Guilford actually began on March 3, 1986, when the Brotherhood of Maintenance of Way Employees on the Maine Central walked out (see July '86 R&R, page 28). Within a few months it had spread throughout the rest of the Guilford system, and any trains that did run had managerial crews. Ron recalls, "I realized the

next in month RAILFAN & RAILROAD



• RED RIVER VALLEY & WESTERN: Charles Bohi continues his look at grain lines in North Dakota with the area's newest railroad. CF7s now prowl the former NP and GN lines that make up the RRV&W.

MAY 1988 ISSUE ON SALE APRIL 1

AT LAST! High-quality and accurate lapel pins of the West's railroads by the premier supplier of pins to the airlines, railroads, rail museums and railway historical societies. Not the poorly-done, cheap jewelry normally encountered, but first-class representation of railroad heralds, name-train logos and builder's logos. RR HERALDS: SP, UP, SF, BN, WP, MILW, CB&Q, NP, GN, SP&S, D&RGW. NAME-TRAINS: (then) Daylight Empire Builder, San Joaquin, Lark, Super Chief, (now) Coast Starlight, Pioneer, Desert Wind, Southwest Chief, California Zephyr, San Joaquin, Empire Builder. OTHER: UP shield with wings (found on E & F units), EMD "cigar" builder's plate, Pullman "heavyweight" logo. New pins added regularly. Send SSAE for update. Pins average 3/4" and are $4.00 each. Add $1.00 per order for postage. Satisfaction guaranteed. Custom pins for railroads, clubs and societies are our specialty. Sundance Marketing, PO Box 4957-N, Portland, OR 92703. 488

PROFESSIONAL RAILROAD-RELATED RESEARCH by Railroad Historian. Expert in research methods with knowledge of and access to ICC and DOT libraries, Library of Congress, and other Washington, D.C. sources. Will provide information on railroad routes, equipment and statistics, including historical data, maps and photographs of railroads past and present. Quotations furnished upon receipt of specific requests. Rail Research, 9022 Golden Leaf Ct., Springfield, VA 22153. Phone 703-569-0366. (quotes only) 588

COMPLETE INDEX (116 YEARS) RAILROAD MODEL CRAFTSMAN (1933-1987), Railfan and Railroad (1929-1987). 570 full size pages tells everything you need to know on where to find the article you are looking for. February delivery, $27.75 delivered. Pre publish special $25.75. Volume 1 index to MR and Trains, 400 pages $22.75 delivered. Stephans' Railroad Directory, 101CC N. Fenton, Chenango Forks, NY 13746. 488

POCKET GUIDE TO RAILROAD RADIO FREQUENCIES 1987. Easiest to read, use, carry. Cross referenced. The best! $8.95 or SSAE for information. Heald, 6866 Jefferson St., North Branch, MI 48461. 488

STOCK IN NEW SHORT LINE. For free prospectus write: Pioneer Railroad, 1016 First National Bank, Peoria, IL 61602. 309-673-4508. (This is not an offer to sell these securities. The offer is made only through the prospectus). 588

RAILROADIANA

AUCTION. RAILROAD AND AIRLINE books, playing cards, menus, timetables, and magazines. Complete "Trains" from 1940. LSSAE for bid sheet. Charles Weinstock, CMU-SEI, Pittsburgh, PA 15213. 488

RAILROADIANA, BOUGHT and sold. I have old rail magazines back to the 1930,s. Looking for and selling timetables, travel folders, maps, guides, books, etc. Nestle's Railroadiana, RD#2, Ray Rd., Greenwich, NY 12834. 488

LOCKS - many brass, keys, lanterns. rarities. List $1.00 to: Simms, RD 3, Box 90, Montgomery, NY 12549. 488

RAILROADIANA: Send LSSAE for lists of 118 black & white post cards @ 10¢ each, 42, 11 X 17 RR map reprints @ 25¢ each and 34 timetable reprints from 10¢ to $2.00 to: Homer R. Hill, PO Box 127, Bernardsville, NJ 07924. 488

BIG LIST dining car china, silver glasses, cloth, Pullman. Send 39¢ LSSAE to: James McClellan, 1752 S. Wichita, Wichita, KS 67213. 289

RAILROAD PHOTOS & SLIDES

SLIDE-A-THON, 1,000,000 35mm color railroad slides for sale and trade. Famous dealers, including Wallin and others. Special rates for slide dealers. At CRRNJ Terminal, Liberty State Park, Jersey City, NJ, Sunday, June 5, 1988, 9:00 AM to 5:00 P.M. For information call 201-823-4983, Communipaw Commemoratives, PO Box 831, Pamrapo Station, Bayonne, NJ 07002-0831. 788

ORIGINAL KODACHROMES, locos, cabooses, stations. List, two samples, $2.00. List only 50¢. Robert Smith, 246 Middlefield, Akron, OH 44312. 488

20 SLIDES FOR $10.00. Mostly 70's era kodachromes. Some F's and Alcos. Jim Marcus, 4164 Wooster Rd., Rocky River, OH 44116. 588

BLEDSOE RAIL SLIDES: Over 60 different high quality 35mm sets available. Send for free samples and current catalog. PO Box 377, Crowley, TX 76036. 488

FOR SALE: MEMBERS' DUPLICATE SLIDES: Railroads of eastern Pennsylvania and others eastern states. Send $1.00 and LSSAE with 39¢ postage, for list #12 and sample slide. List closes April 30, 1988. Hawk Mountain Railway Historical Society, Inc., PO Box 372, Allentown PA 18105-0372. 488

RAILROAD POSTCARDS

QUALITY RAILROAD POSTCARDS. Free list, sample. JBC Visuals, Box 1644M, Malifax, Canada, B3J 2Z1. 788

CASEY JONES POSTCARDS. U.S. stamp honoring engineers, reproduced as a color card. Three for $1.00. Ente Studio, Box 568, Maspeth, NY 11378. 488

RAILROAD POSTCARDS in full color, old and recent scenes. A selection of Alco units, N&W #1218, Great Northern, Pennsy #1361, CSX F-7's, Southern FP-7's and more. 41 new postcards for $6.00 or $1.00 for 5 samples and complete listing. Mary Jayne's, Dept. RR, Route 5, Box 132-A, Covington, VA 24426. 688

RAILROAD VIDEO

TRACTION MOVIES ON VIDEO. VHS or Beta. SSAE for list. Kaw Valley Video, PO Box 155, Hays, KS 67601. 788

I AM INTERESTED in renting or sharing steam video with others. S. Nadler, PO Box 732, Hillside, NJ 07205. 588

WANTED

WANTED: "Southern Steam Power" by Ranks and Lowe. Also want all Richard Prince Books. T. English, 2132 Lakeview Circle, Matthews, N.C. 28105. 488

WANTED: Railroad books, paper collections. Steve Botan, Box 2296, Huntington Beach, CA 92647. 588

WANTED FOR BOOK being written on Pittsburgh and West Virginia Railroad including Wabash-Pittsburgh, Terminal RR, West Side Belt RR and predecessors, photos, memorabilia, annual reports, artifacts, anecdotes, etc. Will buy original materials, copies, borrow, etc. Material used will be acknowledged. Howard Worley, 499 Grace Street, Pittsburgh, PA 15236. 488

WANTED: Heavyweight diner or diner lounge car in restorable condition. Leads requested also. D.M. Brown, 114 Wedgewood Drive, Parkersburg, WV 26104. 488

This could be your ad!

See the details at left.

TRAINS ON STAMPS

Starter Collection
with approvals $1.00

Satisfaction Guaranteed

P.O. Box 111045RR
Aurora, Co. 80011

MILMED

RAILROAD LOVERS
RAPID TRANSIT BUCKLES
T-SHIRTS, TIE TACS, MUGS, LIGHTERS,
FOBS, LAPEL PINS
SEND $2.00 FOR CATALOG
H-R PRODUCTS—DEPT A
2963 Ave. V. BKLYN., N.Y. 11229

TRAIN LAND VIDEO

H&NE SWITCHER VOL. II

EMORY GAP YARD
RR switching of the past in action today-disp. & crew conversations in heart of busiest **N&S MAIN** handthrow switches, uncouple, kick and couple cars, wheel slipping, stall on hills & much more!

4 VOL. SET VHS-HQ STEREO
90 Min.: $54.95 Ea.
Any 2: $99.95
Any 3: $149.95
All 4: $179.95

FOR COMPLETE LIST SEND SASE

TRAIN LAND VIDEO
640 N. Vine Ave. Tenn. Res. Add 7% Tax
Rockwood, TN 37854

RAILFAN & RAILROAD . . .
Subscribe Today!

strike was a reality when we met the ME-2 local at our interchange and (D&H president) Charlie McKenna was at the throttle."

Ron was impressed with "Charlie's" train-handling abilities, and the two have been friends since.

Guilford kept as many trains as possible running, but before long Mechanicville yard was severely "plugged" as more cars arrived than existing trains could remove. This was the case at all major Guilford yards. The ME-2 local would normally serve the Batten Kill three days a week. The short line was still young (operations had begun on October 22, 1982) and had many bills to pay. While some shippers had diverted traffic away from Guilford and the railroad altogether, there were still many cars already on their way that were "buried" in the congested yards. After a few weeks without interchange, things began to get desperate, and something had to be done...now!

It was publicized in the papers that Guilford was hiring individuals for railroad work, and Ron had an idea. After a meeting with Guilford and a few phone calls, Ron Crowd and two other Batten Kill employees were hired as "individuals" on the Guilford system. After qualifying on EMDs and the "physical characteristics," the Batten Kill crew was actually allowed to operate the Guilford local that served the BKRR interchange. Ron explained, "The understanding was that the only reason we were doing this was to dig out our own cars, but we basically had to run the entire ME-2 local serving Guilford's on-line customers as well."

ME-2 originates in Mechanicville and runs Monday, Wednesday and Friday east to North Adams, Mass., on the B&M. On Tuesday, Thursday and Saturday it runs west to the Conrail interchange at Rotterdam Junction, N.Y., and does all local work in between. The Batten Kill crews ran that local for approximately eight weeks until Guilford crews came back to work.

Guilford management did protect their own interests by not allowing the Batten Kill crew to bring its own outbound cars *east* of the Eagle Bridge interchange. The Vermont Railway has trackage rights over the B&M to Hoosic, N.Y. (only three miles east of Eagle Bridge), and it would have been possible

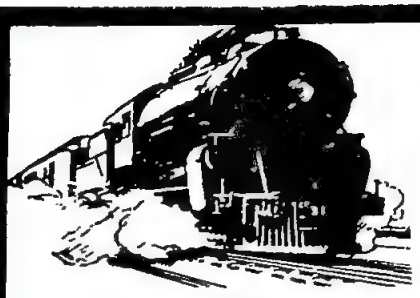
RON CROWD doubles as president and engineer on the Batten Kill Railroad. He was running ex-L&HR RS3 605 on January 7, 1988.

to route cars around Guilford by handing them directly to the VTR.

As you probably can guess, the unions were not at all crazy about BKRR crews operating Guilford trains. While its whole purpose was to keep the Batten Kill operating and its employees off the unemployment line, the BKRR crews were referred to as "scabs." While no major violence occurred, there were threats to the life of Ron and his family and threats to pull up BKRR rail near the interchange. Only minor actions were actually carried out.

By the end of 1986, the Batten Kill had suffered losses of over $72,000 in business directly attributed to the strike, not including repeat business lost due to undependability of the major carrier. Batten Kill did, however, finish the year "in the black" from a cash-flow standpoint, but many loans were still outstanding. Although 1987 operations never did quite reach what they were before the strike, they did manage to average 50 cars arriving each month, and September 1987 was slightly higher. Things looked like they were picking up.

Guilford's performance became increasingly unreliable, and in October 1987 Agway began diverting most of its shipments away from Guilford. Instead, cars were routed to Selkirk on Conrail or to the Vermont Railway via Conrail to be trucked to their final destinations. On November 12, Springfield Terminal called a walkout (see March '88 R&R, page 27) leaving the Batten Kill in a similar



3rd
RAILROADIANA AUCTION

OVER 400 LOTS OF QUALITY R.R. COLLECTIBLES

CHINAWARE, TIMETABLES, RARE BROADSIDES, SILVERWARE, POSTERS, CALENDAR PRINTS, SWITCH KEYS, ANNUAL CARD PASSES, LANTERNS, UNIFORM BUTTONS, CAP BADGES, SIGNS, EARLY RAILROAD LAMPS, COLOR PRINTS, DATER DIES & MACHINES, SMALL HARDWARE, STOCK CERTIFICATES, BONDS, MAPS, BOOKS, ANNUAL REPORTS, GLASSWARE, DEPOT ITEMS, TINWARE, ETC. MANY RARE & SCARCE ITEMS!

SUNDAY, APRIL 24, 1988
MERCY COLLEGE, 555 BROADWAY, (Route 9) DOBBS FERRY, NY
INSPECTION: 8:30 a.m. - AUCTION: 11:00 a.m.

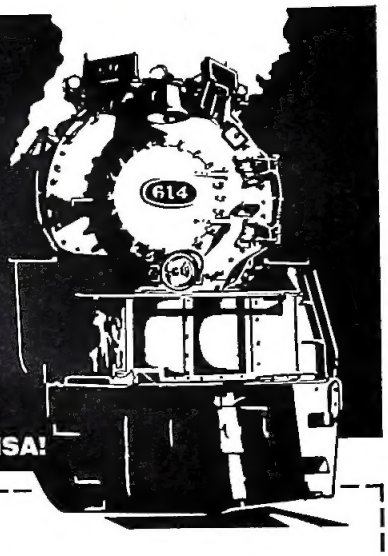
SPONSORED BY: THE DEPOT ATTIC, 377 ASHFORD AVE., DOBBS FERRY, NY 10522
AUCTION CATALOG: $3.00 FIRST CLASS PHONE: (914) 693-5858 Evenings

position as the previous year. In November only seven cars were received. There were 17 in December, and most of them had been on Guilford for over a month. The last BKRR train of 1987 ran on December 23. The first two trains of 1988 ran on January 7th and 20th, each with less than five incoming cars. Things again were pretty desperate.

This time to make ends meet the Batten Kill began exploring non-rail enterprises. It is entering a partnership in a distributor of plastic liners for truck beds for easy unloading of asphalt and powdered goods. This distributorship will rent the Greenwich depot as an office. When rail service is again dependable, a bulk plastics transshipper many also rent space in the Greenwich depot. There is warehouse space on the Batten Kill that is being rented, and the railroad is also soliciting to do contract maintenance of industrial trackage and track construction. Ron has no hard feelings toward Guilford about the strike and is not anti-union. He enjoys a very good working relationship with the regional carrier and is grateful for the assistance the railroad provides. Some of his best friends work for Guilford. Ron continues to run his railroad because of a dedication to the railroad business, and he enjoys it, despite the hardships. He proudly admits though, with the new diversified enterprises, "the Batten Kill will never again be just a railroad."

After returning home and doing a little research, I discovered that their trio of RS3s (4116, 601 and 605) has a colorful history. The ex-D&H 4116 was the last diesel assigned by the D&H to the G&J and still wears the orange and black paint scheme. The 605 (page 66) was originally built as L&HR 10 and was

SUBSCRIBE TODAY! and Enjoy!



Now you get twice as much railfan enjoyment, news and features every year with the *MONTHLY* RAILFAN & RAILROAD. We look at the rail hobby the same way as you do and have the finest authors in the field to share their excitement and insight. Subscribing saves money and guarantees that you won't miss a single colorful issue. Join us now!

Charge it on your MasterCard or VISA!

RAILFAN & RAILROAD
Subscription Dept. 2830
P.O. Box 700
Newton, NJ 07860-0700

TO SUBSCRIBE: Mail this form with the following information:
☐ New subscription
☐ Renew my present subscription

☐ One Year $23
☐ Two Years $45
☐ Three Years $66
Subscription Rates in U.S.A.

☐ One Year $27
☐ Two Years $53
☐ Three Years $78
CANADA & FOREIGN (Includes postage)

Name _____

Street _____

City, State, Zip _____

Payment by: ☐ **Check** ☐ **Money Order**

Charge to: ☐ **MasterCard** ☐ **VISA**

CARD NUMBER EXPIRATION DATE _____

SIGNATURE _____

If you don't want to mutilate your magazine, send your order and remittance in a letter

RAILFAN & RAILROAD Advertising Index for April 1988

A
Scott Arden 17

B
B. R. M. N. A. 54
Beam, J. Distilling Co. 3
Berkshire Videography, Inc 11
Blue Mountain & Reading RR Co. 9
The Book Depot 56, 57

C
D. Carleton Railbooks 8
Carson Home Video 9
Carstens Publications, Inc. 12, 17, 18, 24
Cass Scenic Railroad 61
Central Electric Railfans' Association 14
Challenger Tours 6
Charly's Slides 8
Crestline Studios 54

D
Dave's Model Toys 54
DeltaBooks 22
The Depot Attic 15, 64
Depot Of Sullivan 17

E
Ellicott City 6

F
Fallen Flags 8

G
Green Frog Productions 7

H
H. R. Products 64
Herron Rail Services 23
Hopewell Productions 55

J
JMC International 7
JMJ Productions 61

K
Kauffman Creative Services 20
Leroy King 6
M. F. Kotowski RR Art 14

L
Carleton F. Loucks 60

M
M&L Mittens 20
Mark I Video 14
David McNeil 55
Meridian Limited Editions 11
Mile Post 1 55
Mitmed 64
Mystic Valley Railway Society 24

N
National Association Of Railroadiana Collectors 15

O
Old Line Graphics 9

P
Pacific News 20
Pentrex ..... 15, Cover IV
Pro Custom Hobbies, Inc. 61

Q
Quadrant Press 20

R
Rail Expo 16
Railfan 10, 65
Rail Heritage Pub. 12
Rail Plaque 62
Rail Travel Center 11
Railroad Avenue Enterprises 9
Railroadians Of America 14
Rails 'n' Shafts 21
Railway Productions 22
W. N. Rich 14
Right Track Trading Co. 62
Roanoke Chapter NRHS 55
Ben Rohrbeck 54

S
Scanner World 13
Greg Scholl 19
Stevens Railroad Directory 16
Sunday River Productons 25

T
Trackside 10
Trackside Video 17
Trainland Video 64
Trains Unlimited, Tours 15
Trolley Talk 22

V
Video Classics 16
Video Rails 61
Vintage Views 24

W
WB Video Productions 5

The KUDZU Chronicles

KODACHROME: JOHN SISTRUNK

"Dang it, Brodie, I tol' ya not to let the speed drop below six mile an hour here!"

KODACHROME: FRANK D. FRISCH

THE KIAMICHI RAILROAD has purchased GP7s 620 and 617 (*Caddo* and *Kiowa* respectively) from Farmrail of Elk City, Ok. They are shown en route on the BN in Oklahoma City on December 20, 1987.

THE BATTEN KILL is an unfortunate victim of the Guilford/Springfiled Terminal strike. On January 7, 1988, RS3 605 worked through Greenwich, N.Y., (below) with the first interchange received in 15 days.

KODACHROME: MIKE DEL VECCHIO

sold in May 1971 to Pinsly's St. Johnsbury & Lamoille County. It was given the number 205 by Pinsly, but StJ&LC paint and numbers were never applied. In October 1973, it was transferred to Pinsly's Montpelier & Barre and then sold to the Vermont Railway in May 1976 to become their 605. In January 1984 the Batten Kill purchased the 605 for service (and applied its colorful livery) and sister RS3 601 (nee-L&HR 12) for parts. The 601's hulk is still on the property in VTR livery.

It looks like Ron will be able to pull out of this one. He is dedicated to the railroad and fully intends to operate it to its full potential. Right now he is working on signing a new shipper in East Greenwich, and Agway promises to order more cars. If only Guilford were as concerned for *its* customers—M.D.

Kudzu in April

This is the first April issue we've had since RAILFAN did a skip-step in 1978 to bring the bimonthly cover dates into closer relationship with the calendar. While we have no intention of resorting to an "April Fool's" issue, it is a natural opportunity for a little fun. Such is the case with "The KUDZU Chronicles" at left.

"And just what is Kudzu?" you who have never experienced Dixie may ask. Kudzu is that leafy green stuff that covers anything in the Deep South that isn't paved, cultivated or mowed. Joggers, children and small dogs have been known to disappear beneath it forever. It is the lawn of the Southern Railway.

And it grows fast.

How do you plant Kudzu?

Throw it on the ground and run!

And don't let the speed get below 6 m.p.h.

KODACHROME: KERMIT GEARY, JR.

THE 1988 NRHS National Convention, to be held in New Jersey on July 23-31, is planning to feature Altoona's PRR K4 1361 (shown here at Bald Eagle, Pa., on October 24, 1987) and Ft. Wayne's NKP 2-8-4 765 (right, against the "lychen" hillside at Quinnimont, W.Va., on the C&O on October 18). There'll be no fall colors in July, though.

KODACHROME: JOHN C. BENSON

WISCONSIN CENTRAL 6677 (ex-Frisco 929), in Chicago on January 10 before delivery, is the first SD45 in WC paint. See page 28.

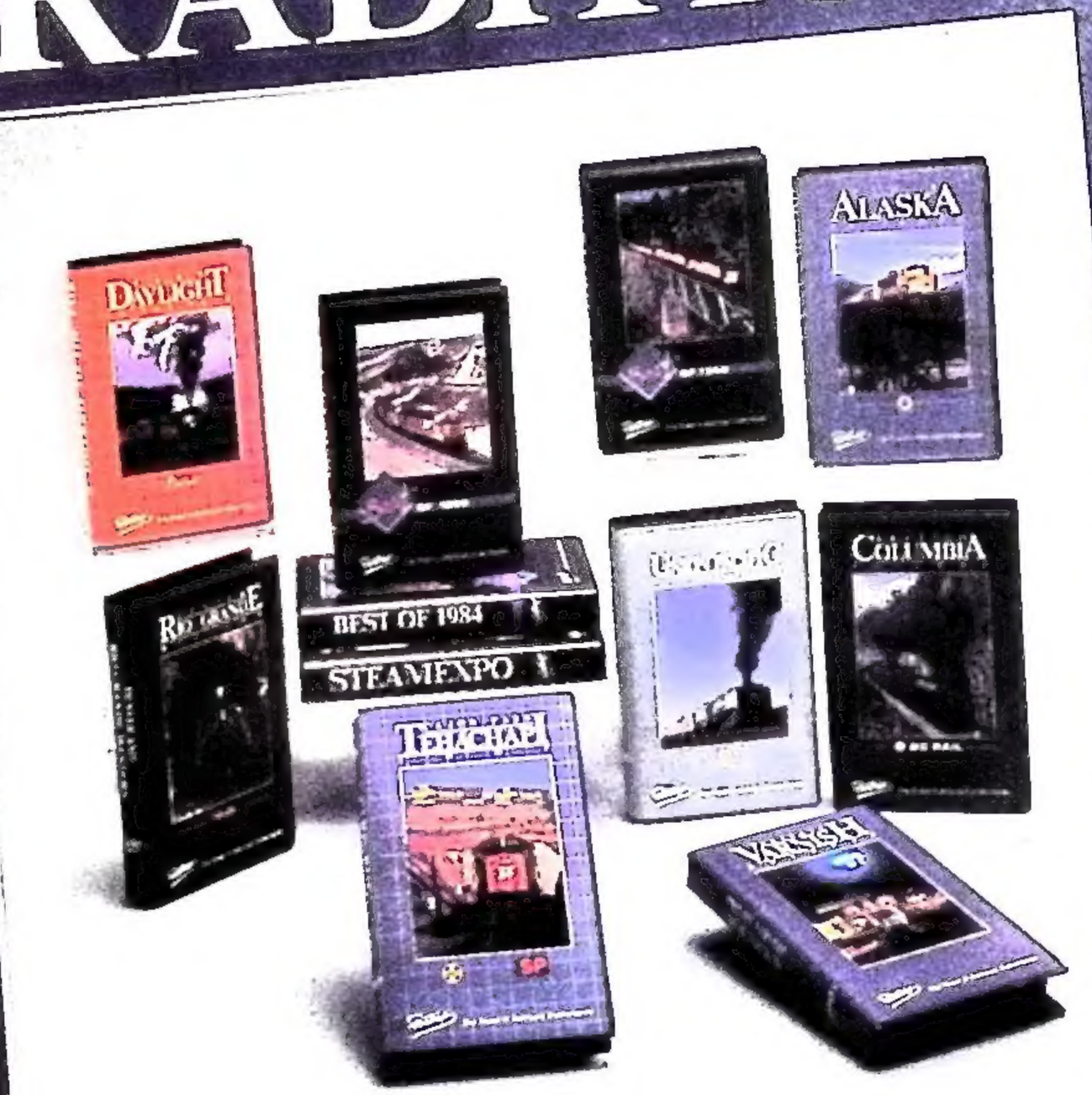
KODACHROME: DAVID A. STICKLEY

WYOMING & COLORADO A-B-A F-units made their first revenue run on December 19, 1987, shown near Hatton, Wyo., with coal and chip empties.

KODACHROME: DOUG KOONTZ

THE TRADITION

CONTINUES....



Pentrex tapes are known throughout the world for providing the absolute finest quality available.

SPECIAL $10 OFFER

We offer a 20 minute preview tape of selected titles for only $10. Order one today and see what makes Pentrex tapes so special.

Titles include:

Cajon Pass and Tehachapi Loop
Denver & Rio Grande Western
British Columbia Railway
Private Varnish Roundup
Union Pacific 8444 - 1987
By Daylight to the Fair
Best of 1984, 85, 86, 87
Alaska Railroad
SteamExpo

VHS or BETA
Check or Money Order

Pentrex

P.O. Box 94911
Pasadena, CA 91109

"WRITE FOR FREE CATALOG"